

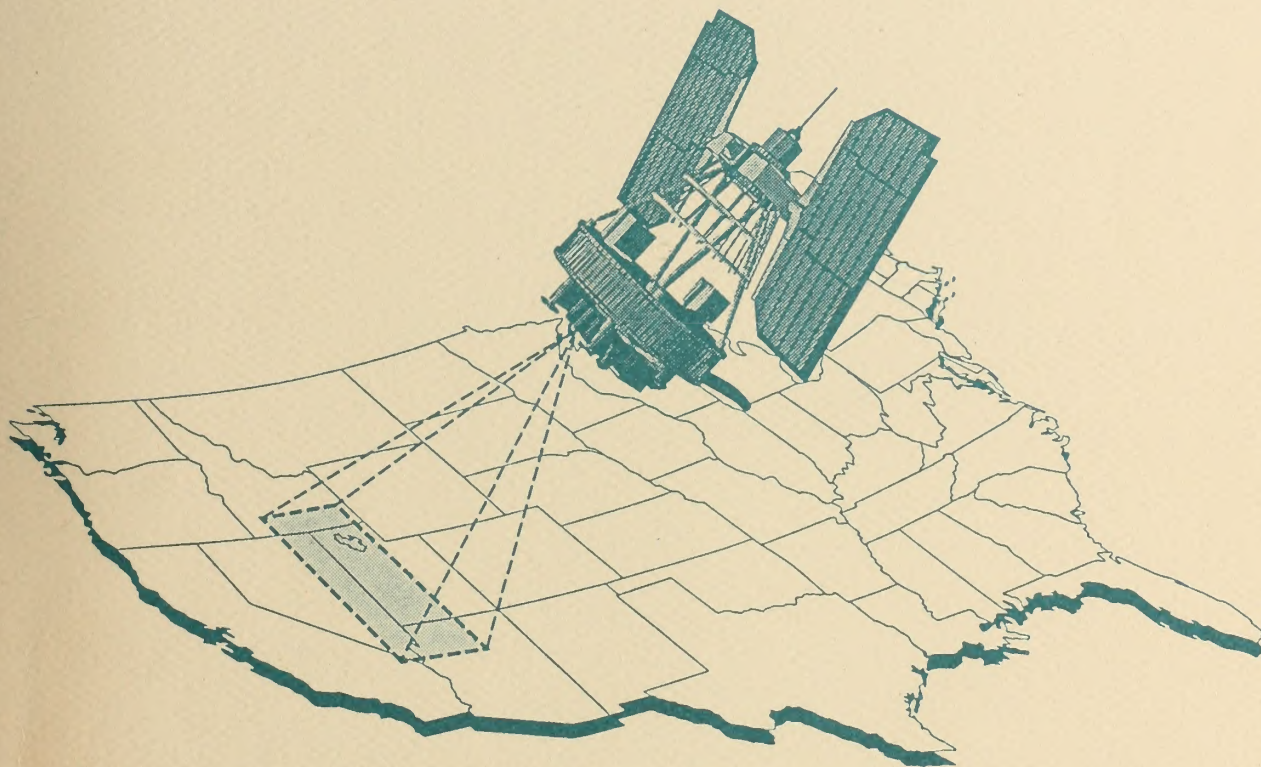


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# SOUTHWEST INTERTIE PROJECT

## FINAL ENVIRONMENTAL IMPACT STATEMENT and PROPOSED PLAN AMENDMENT

### *Appendices*



#### Prepared by the:

U.S. Department of the Interior  
Bureau of Land Management  
Burley, Shoshone, and Boise District Offices, Idaho  
Elko, Ely, and Las Vegas District Offices, Nevada  
Richfield District Office, Utah

#### In Cooperation with:

U.S. Department of Agriculture  
Forest Service  
Intermountain Region, R-4

U.S. Department of Interior  
Bureau of Indian Affairs  
Cedar City, Utah

U.S. Department of Interior  
National Park Service  
Pacific Northwest, Rocky Mountain,  
and Western Regions

U.S. Department of Interior  
Bureau of Reclamation  
Pacific Northwest, Upper Colorado  
and Lower Colorado Regions

July 1993



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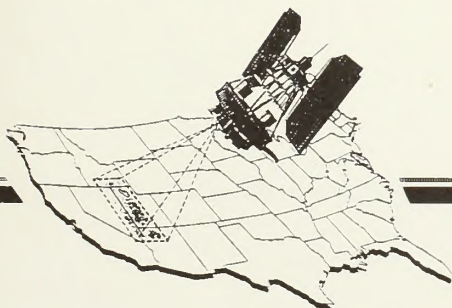


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APPENDICES





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## APPENDIX A

### Glossary

Acoustic (sound)

Sound waves or vibrations traveling through a medium, such as air or water.

Algorithm

A set of instructions for performing a specific task.

Analysis

A process of breaking down a complex system or problem into smaller, more manageable parts to understand its structure and function.

Antenna (radio)

A device for transmitting or receiving radio waves.

Artificial intelligence

A branch of computer science that deals with the simulation of human intelligence.

Audio

Relating to sound or the reproduction of sound.

Automated system

A system that operates without the need for human intervention, often using computers and sensors.

Bayes

A mathematical formula used in probability theory, named after Thomas Bayes.

Biological

Relating to the study of living organisms and their interactions with the environment.

Brain

The central organ of the nervous system, responsible for processing information.

Brain

The central organ of the nervous system, responsible for processing information.

Brain-computer interface

A system that allows for direct communication between the brain and a computer.

Brain-computer interface

A system that allows for direct communication between the brain and a computer.

## APPENDIX A

### GLOSSARY, ACRONYMS, & ABBREVIATIONS





# APPENDIX A

## Glossary

Access (road)	Road used for passage to and along transmission line for purposes of construction and maintenance.
Alignment	The specific, surveyed route of a transmission line.
Alluvium	A general term for all detrital deposits resulting from the operations of modern rivers, including the sediments laid down in river beds, floodplains, lakes and fans at the foot of mountain slopes and estuaries.
Alternative (action)	An option for meeting the stated need.
Alternative (route)	An optional path or direction for a transmission line.
Ambient	Characteristic of the atmosphere.
Annual (ecology)	A plant that completes its development in one year or one season and then dies.
Aquifer	A stratum of permeable rock, sand, etc., which contains water. Water source for a well.
Archaeology	The science that investigates the history of peoples by the remains belonging to the earlier periods of their existence.
Archival	Pertaining to or contained in documents or records preserved in evidence of something.
Artifact	Any object showing human workmanship or modification, especially from a prehistoric or historic culture.
Assumed Centerline	For purposes of assessing impacts and recommending mitigation a centerline was assigned that may be slightly adjusted during engineering design.
Assessment (environment)	An evaluation of existing resources and potential impacts to them from a proposed act or change to the environment.
Background	That portion of the visual landscape lying between the middleground limits to infinity. Color and texture are subdued in these areas; primarily concerned with the two-dimensional shape of landforms against the sky.
Base Load	The minimum load of a utility over a given period of time.

## Glossary (continued)

Candidate, Category 1 (C1)	Taxa for which FWS has substantial information on hand to support proposing the species for listing as threatened or endangered. Listing proposals are either being prepared or have been delayed by higher priority listing work.
Candidate, Category 2 (C2)	Taxa for which the FWS has information to indicate that the listing is possibly appropriate. Additional information is being collected.
Candidate, Category 3 (C3)	Taxa that were once being considered for listing as endangered and threatened but are no longer receiving such consideration.
Capacity	The maximum load that can be generated or transmitted by generating or transmission facilities for a given period of time without exceeding approved limits of temperature or stress.
Capability	The ability to generate or transmit power.
Centerline	A line identified within each broad corridor representing the preferred location for the transmission line.
Circuit	A complete closed conducting path over which electric current may flow.
Committed mitigation	Obligation to a measure that would diminish the severity of an impact.
Community (biological)	A group of one or more populations of organisms that form a distinct ecological unit. Such a unit may be defined in terms of plants, animals or both.
Conductor	A material, usually in the form of a wire or cable, suitable for carrying an electric current.
Construction, Operation and Maintenance (COM) Plans	A detailed plan depicting engineering, access, construction, environmental, and reclamation that is prepared prior to construction and operation of a proposed action.
Contrast	The effect of a striking difference in the form, line, color or texture of an area being viewed.
Contrast rating	A method of determining the extent of visual impact for an existing or proposed activity that would modify any landscape feature (land and water form, vegetation and structures).



## Glossary (continued)

Corona	The discharge of energy from an energized transmission line that occurs when the voltage gradient exceeds the breakdown strength of air.
Corridor	A continuous trace of land of defined width through which a utility route passes.
Critically endangered (CE)	State of Nevada Status Code. State status based on NRS 527.260 - .300.
Cultural resources	Any site or artifact associated with cultural activities.
Delete (D)	State of Nevada Status Code. This follows federal non-candidate definitions 3A, 3B, 3C plus NNNPS category 3D: species delisted because name was not formally published.
Distance zone	A visibility threshold distance where visual perception changes. It is expressed as fore-ground, middleground and background.
Electromagnetic field	A space or region within which magnetic forces are present around an electrical current.
Electrostatic field	Pertaining to a space or region within which atmospheric electricity at rest interferes with radar, radio or television reception.
Emergent (vegetation)	Vegetation coming into existence.
Endangered species (E or LE)	Any species in danger of extinction throughout all or a significant portion of its range. This definition excludes species of insects that the Secretary of Interior determines to be pests and whose protection under the Endangered Species Act of 1973 would present an overwhelming and overriding risk to man.
Energy conservation	A means of saving energy.
Environment	The surrounding conditions, influences or forces that affect or modify an organism or an ecological community and ultimately determine its form and survival.
Ephemeral	Lasting for a brief time.
Erosion	The group of processes whereby earth or rock material is loosened or dissolved and removed from any part of the earth's surface.

## Glossary (continued)

Ethnography	That aspect of cultural and social anthropology devoted to the first-hand description of particular cultures.
Fault	A fracture or fracture zone along which there has been displacement of the sides relative to one another parallel to the fracture.
Floodplain	That portion of a river valley, adjacent to the river channel, which is built of sediments and is inundated with water at least once every 100 years.
Foreground	The visible area from a viewpoint or use area out to a distance of one-half mile. The ability to perceive detail in the landscape is greatest in this zone.
Foreground/Middleground	The area visible from a travel route, residence or other use area to a distance of 3-5 miles. The outer boundary of this zone is defined as the point where texture and form of individual plants are no longer apparent in the landscape. Vegetation is apparent only in patterns or outline.
Generic mitigation	Mitigation measures or techniques to which the applicants made commitment on a nonspecific basis.
Geology	The science that relates to the earth, the rocks of which it is composed, and the changes that the earth has undergone or is undergoing.
Habitat	A specific set of physical conditions that surround a single species, a group of species, or a large community. In wildlife management, the major components of habitat are considered to be food, water, cover and living space.
Hydrology	The science that relates to the water of the earth.
Impact	A modification in the status of the environment brought about by the proposed action.
Insulator	A device that is resistant to the conduction of electricity used for isolating and supporting conductors.
Interdisciplinary team	A group of people with different training representing the physical sciences, social sciences and environmental design arts assembled to solve a problem or perform a task. The members of the team proceed to solution with frequent interaction so that each discipline may provide insights to any stage of the problem and disciplines may combine to provide new solutions.



## Glossary (continued)

Ionization	The process of removing an electron from a molecule.
Jurisdictions	The limits or territory within which authority may be exercised.
Kilovolt	1,000 volts (a volt is a measure of electrical potential difference which would cause a current of 1 ampere to flow through a conductor whose resistance is 1 ohm).
Kilovolts per meter (kV/m)	A unit measure of electric field strength.
Kilowatt	A unit of power equivalent to 1,000 watts.
Landform	A term used to describe the many types of land surfaces that exist as the result of geologic activity and weathering, e.g., plateaus, mountains, plains and valleys.
Landscape character type	The arrangement of a particular landscape as formed by the variety and intensity of the landscape features and the four basic elements of form, line, color and texture. These factors give the area a distinct quality which distinguishes it from immediate surroundings.
Link	A segment of a route alternative sharing common endpoints with adjacent links. Endpoints of a link are determined by the location of intersection with other segments (links) of other routes.
Megawatts (MW)	1,000 kilowatts or 1 million watts (a watt is a unit of electrical power equal to 1/756th horsepower).
Microwave	A very short electromagnetic wave.
Milliampere (mA)	Measure of electric current induced in conductive materials within an electric field.
Milligauss (mG)	A unit of measurement for magnetic fields.
Mitigation	To alleviate or render less intense or severe.
Monitor	State of Idaho Status Code. Taxa that are common within a limited range as well as those taxa that are uncommon, but have no identifiable threats (i.e., certain alpine taxa).
One-hundred-year flood	A flood with a magnitude which may occur once every one hundred years. A 1-in-100 chance of a certain area being inundated during any year.



## Glossary (continued)

Ozone	A form of oxygen, O <sub>3</sub> , produced especially when an electric spark is passed through oxygen or air.
Paleontology	The science that deals with the life of past geological ages through the study of the fossil remains of organisms.
Particulates	Minute, separate particles, such as dust or other air pollutants.
Perennial	Lasting through a year or many years.
Playa	The shallow central basin of a desert plain, in which water gathers after a rain and is evaporated.
Raptor	A bird of prey.
Rare	A plant or animal restricted in distribution. May be locally abundant in a limited area or few in number over a wide area.
Reconnaissance	Preliminary examination or survey of a territory.
Region	A large tract of land generally recognized as having similar character types and physiographic types.
Residual impact	The adverse impact of an action occurring after application of all mitigating measures.
Review	State of Idaho Status Code. Taxa that may be of conservation concern, but for which the state has insufficient data upon which to base a recommendation regarding their appropriate classification.
Right-of-way	Strip of land over which the power line, access road and maintenance road would pass.
Riparian	Situated on or pertaining to the bank of a river, stream, or other body of water. Riparian is normally used to refer to the plants of all types that grow along streams or around springs.
Route	A transmission route is the general path of a transmission line and associated facilities. In this environmental document, a route is comprised of contiguous segments or links.

## Glossary (continued)

Scenic-quality class	The designation (A, B, or C) assigned a scenic quality rating unit to indicate the visual importance or quality of a unit relative to other units within the same physiographic province (BLM designation).
Scenic-quality rating unit (SQRU)	A portion of the landscape that displays primarily homogeneous visual characteristics of the basic landscape features (landform, water, vegetation and structures and modifications) which separate it from the surrounding landscape.
Seen area	That portion of the landscape which can be viewed from one or more observer positions. The extent or area that can be viewed is normally limited by landform, vegetation, structures or distance.
Seismicity	The likelihood of an area being subject to earthquakes. The phenomenon of earth movements.
Seldom-seen area	Areas that are either beyond the furthest extent of the background zone (of the area or travel routes) or that are seen from areas or travel routes of low use volume.
Selective mitigation	Mitigation measures or techniques to which the Project Sponsors made commitment on a case-by-case basis after impacts were identified and assessed.
Sensitivity	The state of being readily affected by the actions of external influence.
Series Compensation capacitors)	Provides voltage support and increases the electrical (series capacity of long transmission lines as well as provides for economical loading of the line.
Set	A subdivision of the overall routing network representing localized routing options. Each set is comprised of two or more routes sharing common endpoints.
Significant (impact)	"Significant" has been used in this document to describe any impact that would cause a substantial adverse change or stress to one or more environmental resources. In general, all potential high impacts were considered to be "significant;" but in some cases potential moderate impacts were considered significant.
Site	Any locale showing evidence of human activity.



## Glossary (continued)

Species	A group of individuals of common ancestry that closely resemble each other structurally and physiologically and in nature interbreed producing fertile offspring.
Study area	A given geographical area delineated for specific research.
Substation	A facility in an electrical transmission system with the capability to route and control electrical power, and to transform power to a higher or lower voltage.
Technical Report	Document containing detailed studies summarized in PA/EIS.
Terminal	(see Substation)
Threatened species (T or LT)	Any species likely to become endangered within the foreseeable future throughout all or a significant part of its range.
Use volume	The total volume of visitor use each segment of a travel route or use area receives.
Utility corridor	A common route used by more than one utility for transportation.
Variety Class	A designation (A, B, or C) assigned to a homogeneous area of the landscape to indicate the visual importance or quality relative to other landscape areas within the same physiographic province (FWS designation).
Visual Management System	System of land management based upon meeting visual resource goals (FS).
Visual Management Objectives	The term used in this study to generally define VRM (BLM) or VQO classes (FS).
Visual-Resource Management classes (VRM)	Classification of landscapes according to the kinds of structures and changes that are acceptable to meet established visual goals (BLM designation).
Visual sensitivity levels	The index of the relative degree of user interest in scenic quality and concern for existing or proposed changes in the landscape features of that area in relation to other areas in the study area.



## Glossary (continued)

Visual Quality Objectives	Classification of landscape areas according to the types of structures and changes that are acceptable to meet established visual goals (FS designation).
Volts per Meter (v/m)	A unit of measurement of an electric field.
Watch (W)	Plants of uncertain abundance and distribution and/or those whose threats cannot be currently defined.
Wetlands	Those areas that are inundated by surface or groundwater with a frequency sufficient to support vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction.

# Acronyms and Abbreviations

AC	alternating current
ACEC	Area of Critical Environmental Concern
ACHP	Advisory Council on Historic Preservation
ACSR	aluminum conductor steel-reinforced
AFB	Air Force Base
AGL	above ground limit
AN	audible noise
ANMPA	Arizona-New Mexico Power Area
ANSI	American National Standards Institute
AQMP	Air Quality Management Program
BLM	Bureau of Land Management
BMP	Best Management Practices
BNRC	Board on Natural Resources & Conservation (Montana)
BPA	Bonneville Power Administration
BOR	Bureau of Reclamation
CEQ	Council on Environmental Quality
C/EE	Conservation and Energy Efficiency
CFR	Code of Federal Regulations
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
COM	Construction, Operation, and Maintenance
CWA	Clean Water Act of 1972
DC	direct current
dbA (or db(A))	decibels on the A-scale

## Acronyms and Abbreviations (continued)

DEIS	Draft Environmental Impact Statement
DG&T	Deseret Generation and Transmission
DNA	deoxyribonucleic acid
DOE	Department of Energy
DPA	Draft Plan Amendment
EEl	Edison Electrical Institute
EHV	extra high voltage
EIS	environmental impact statement
EMF	electromagnetic field
EMI	electromagnetic interference
EPA	Environmental Protection Agency
EPRI	Electric Power Research Institute
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FLPMA	Federal Land Policy and Management Act
FS	USDA Forest Service
FWS	USDI Fish and Wildlife Service
GBNP	Great Basin National Park
GIMS	geographic information management system
GIS	geographic information system
GMP	General Management Plan
GW	gigawatt

## Acronyms and Abbreviations (continued)

HMA	Herd Management Area
HC	hydrocarbons
HCC	high current configuration
HV	high voltage
H <sub>z</sub>	hertz
IA/MPP	Impact Assessment/Mitigation Planning Process
IBLA	Interior Board of Land Appeals
IDFG	Idaho Department of Fish and Game
IDWR	Idaho Department of Water Resources
IFR	instrument flight rules
IGS	Intermountain Generating Station
IPA	Intermountain Power Authority
IPCo	Idaho Power Company
IPP	Intermountain Power Project
ISA	instant study area
ITS	Intermountain Transmission System
kHz	kilohertz
kV	kilovolt
kV/m	kilovolts per meter
LADWP	Los Angeles Department of Water and Power
LCC	low current configuration
mA	milliampere
MAP	Marketplace-Allen Transmission Project
MAT	Marketplace-Allen Transmission



## Acronyms and Abbreviations (continued)

mG	milligauss
MFP	Management Framework Plan
MEQB	Minnesota Environmental Quality Board
MOA	military operating area
MOU	Memorandum of Understanding
mRNA	messenger ribonucleic acid
MSL	Mean Sea Level
MUSY	Multiple Use, Sustained Yield Act of 1960
MVA	mega-volt ampere
MW	megawatt
MWH	megawatt-hour
NA	Natural Area
NAAQS	National Ambient Air Quality Standards
NATCF	Nellis Air Traffic Control Facility
NDOW	Nevada Department of Wildlife
NDPSC	North Dakota Public Service Commission
NEPA	National Environmental Protection Act of 1969
NERC	Nuclear Energy Regulatory Commission
NESC	National Electrical Safety Code
NHPA	National Historic Preservation Act of 1986
NJDEP	New Jersey Department of Environmental Protection
NMBM&MR	New Mexico Bureau of Mines and Mineral Resources
NNNPS	Northern Nevada Native Plant Society
NO <sub>x</sub>	nitrogen oxide

## Acronyms and Abbreviations (continued)

NPC	Nevada Power Company
NPS	National Park Service
NRA	National Recreation Area
NRHP	National Register of Historic Places
NWPP	Northwest Power Pool
NYPSC	New York Public Service Commission
OHV	off-highway vehicle
ORV	off-road vehicle
PA	Plan Amendment
PIFUA	Powerplant and Industrial Fuel Use Act
PGE	Portland Gas & Electric
PPL	Pacific Power & Light
PSD	Particulates of Significant Deterioration
PURPA	Public Utilities Regulatory Policies Act of 1978
Qs	Quaternary Alluvium and Colluvium
RFP	Request for Proposal
RI	Radio Interference
RMP	Resource Management Plan
RMPA	Rocky Mountain Power Area
rms	root-mean-square
RNA	ribonucleic acid
ROD	Record of Decision
ROS	Recreation Opportunity Spectrum

## Acronyms and Abbreviations (continued)

SA	Special Area
SCADA	Supervisory Control and Data Acquisition
SCS	Soil Conservation Service
SCPPA	Southern California Public Power Authority
SHPO	State Historic Preservation Office
SQRU	Scenic Quality Rating Unit
SO <sub>2</sub>	sulfur dioxide
SPPC	Sierra Pacific Power Company
SRMA	Special Recreation Management Area
SRP	Salt River Project
SWIP	Southwest Intertie Project
TDHS	Transmission and Distribution Health and Safety
TSP	Total Suspended Particulates
TSPP	Thousand Springs Power Plant
TVI	Television Interference
Tys	Tertiary sedimentary rocks
UAMPS	Utah Associated Municipal Power Systems
UDWR	Utah Division of Wildlife Resources
UNTP	Utah-Nevada Transmission Project
UPL	Utah Power & Light
U.S.	United States
USDI	United States Department of the Interior
USGS	USDI Geological Survey
UTTR	Utah Training and Testing Range



Acronyms and Abbreviations (continued)

VFR	visual flight rules
V/m	volts per meter
VRM	Visual Resource Management
VQO	Visual Quality Objective
WAPA	Western Area Power Administration
WPPP	White Pine Power Project
WSA	Wilderness Study Area
WSCC	Western Systems Coordinating Council







## APPENDIX B

### LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS RECEIVING THE FEIS/PPA

A listing has been developed of those individuals, groups, organizations, and political representatives to whom all public documents will be sent. This includes, but is not limited to, the following:

#### Federal Agencies

##### Environmental Protection Agency

- Office of Federal Activities

- Chief Environmental Policy Branch, Region-8 Office

- Region 10, Environmental Evaluation Branch, Seattle, WA

- Environmental Review Coord., Div. E-3, Region 9, San Francisco, CA

- Office of Environmental Affairs

##### Federal Highway Administration, Portland, OR

- Office of Public Affairs

- Natural Resources Library

##### Department of the Interior

- Bureau of Land Management

  - Idaho State Office

    - Boise District

      - Jarbidge Resource Area

      - Owyhee Resource Area

    - Burley District

      - Snow River Resource Area

    - Shoshone District

      - Bennett Hills Resource Area

  - Nevada State Office

    - Elko District

    - Ely District

    - Las Vegas District

      - Caliente Resource Area

      - Stateline Resource Area

  - Utah State Office

    - Richfield District

      - House Range Resource Area

      - Warm Springs Resource Area

    - Salt Lake District

  - Denver Service Center

  - Director, Washington, DC

California  
 Barstow Resource Area

Bureau of Mines  
 Branch of Mineral Assessment  
 Western Field Operation Center  
 Intermountain Field Operation Center  
 Director/State Geologist, Reno, NV

Bureau of Reclamation  
 Division of Power, Washington, DC  
 Burley, Idaho  
 Regional Director, Pacific Northwest Region  
 Regional Director, Lower Colorado Region  
 Regional Director, Mid-Pacific Region  
 Regional Environmental Officer, Upper Colorado Region, Salt Lake City, UT  
 Division of Engineering & Technical Services, Boulder City, NV  
 Denver Federal Center

Fish and Wildlife Service  
 Idaho Field Office  
 Reno  
 Office of Regional Director, Denver, CO  
 Chief, Division of Environmental Coordination, Washington, DC

Minerals Management Service  
 Offshore Environmental Assessment Division, Washington, DC

National Park Service  
 Denver Service Center  
 Hagerman Fossil Bed National Monument  
 Golden Spike National Historic Site  
 Great Basin National Park  
 Western Regional Office  
 Division of Environmental Compliance, Washington, DC  
 Division of Environmental Quality-774, Washington, DC  
 Regional Director, Rocky Mountain Regional Office, Denver, CO  
 Pacific Northwest Regional Office, Seattle, WA

U.S. Geological Survey  
 Environmental Affairs Program, Reston, VA

Department of Agriculture  
 Forest Service,  
 Environmental Coordination Staff, Chief of Forest Service, Washington, DC  
 Intermountain Region, Ogden, UT  
 Sawtooth National Forest, Twin Falls, ID  
 Humboldt National Forest

Soil Conservation Service  
 Mel Anderson, District Supervisor, USDA - APHIS - ADC, Ely, NV  
 Office of Environmental Coord., Washington, DC

Department of Defense, Air Force  
 Office of Deputy A/S of the USAF, Washington, DC  
 HQ-USAF/LEEV, Washington, DC  
 Edwards AFB, CA



Hill AFB, UT  
Chief, Plans, Programs & Resources Division,  
Mountain AFB, ID  
Wing Airspace Manager, Mountain Home AFB, ID  
Department of Defense, U.S. Army Corps of Engineers  
North Pacific Division  
South Pacific Division  
Department of Energy  
Office of Environmental Compliance  
Government Printing Office  
Marked Files  
Depository Receiving Section

## State Agencies

### California

Department of Water Resources, Energy Division, Sacramento  
California Energy Commission, Environmental Protection Office, Sacramento

### Idaho

Planning Commission Secretary, Lincoln County Planning Commission, Shoshone  
Public Utilities Commission, Boise  
Historic Preservation Office, Boise  
Idaho Department of Lands, South Central Area, Gooding and Boise  
State Archaeologist, U.S. Assay Office, Archaeology, State Board of Education  
Department of Parks and Recreation, Boise  
Department of Fish and Game  
Director, Boise  
Regional Director, Jerome  
Department of Transportation, Boise  
Department of Water Resources, Boise

### Nevada

Administrator, Division of State Lands, Carson City  
Department of Wildlife, Elko, Ely, Las Vegas, and Reno, Panaca  
Department of Administration, Carson City  
Division of Forestry, Elko and Las Vegas  
Division of Historic Pres. & Archeology, Historic Preservation Officer, Carson City  
Natural Heritage Program, Carson City  
Department of Planning, Henderson  
Department of Transportation, Ely  
District Manager, State Park System, Panaca  
Department of Agriculture, Las Vegas



Director, Mailroom Complex, Las Vegas  
Military Department, USPFO  
Legislative Counsel Bureau

## **Utah**

Division of Wildlife  
Wildlife Resources, Habitat Chief  
State Historic Preservation Office, Salt Lake City  
State Lands & Forestry, Richfield  
Geological & Mineral Survey, Salt Lake City  
Parks and Recreation, Salt Lake City  
Department of Transportation

## **Other**

Center for Urban Affairs & Policy Research, Evanston, IL  
Chief, Department of Water Resources, Energy Division, Sacramento, CA

## **Local Agencies**

### **California**

City of Glendale  
City of Burbank

### **Idaho**

Burley District Advisory Council  
Cassia County, County Commissioners  
City of Boise  
    Planning Department, Boise  
City of Twin Falls  
    Community Development Office  
Gooding County, County Commissioners  
Jerome County, Planning and Zoning Commission, Jerome  
Lincoln County, County Commissioners, Shoshone  
Twin Falls County, County Commissioners

### **Nevada**

City Engineer, Ely  
City of Henderson  
    Economic Development Dept., Henderson  
    Planning Department

City of Boulder City  
Department of Public Works  
Community Development Director  
City of North Las Vegas  
Community Planning & Zoning  
Office of Economic Development  
Clark County  
Reg. Flood Control District, Las Vegas  
Comprehensive Planning, Las Vegas  
Conservation District  
County Manager  
School District  
Zoning Administration  
Economic Diversification Program, White Pines Development Comm., Ely  
Elko County  
Association of Conservation Districts, Elko  
County Manager  
Library Bookmobile  
Elko District Advisory Council, Wells  
Juab County, County Commissioners  
Lincoln County, County Commissioners  
Nevada League of Cities, Carson City  
Nevada County Planning Department  
Nye County  
Road Department, Tonopah  
County Commissioners  
White Pine  
Conservation District, Ely  
County Commissioners, Ely  
White Pines Development Committee, Economic Diversification Program, Ely

## Utah

City of Boulder City,  
Department of Public Works, Boulder City  
Community Development Director  
Bear River Association of Governments, Logan  
Millard County  
Planning Administration, Delta  
County Commissioners, Fillmore  
Six County Economic Development, Richfield

## Senators, Congressmen, Representatives, Commissioner, etc.

### Idaho

Dirk Kempthorne, US Senator, Boise  
Larry E. Craig, US Senator, Boise  
Mike Crapo, US Representative, Boise  
Larry LaRocco, US Representative, Boise  
Governor's Office  
Special Assistant Natural Resources

### Nevada

Harry Reid, US Senator, Reno  
Richard H. Bryan, US Senator, Reno  
James H. Bilbray, US Representative, Reno  
Barbara Vucanovich, US Representative, Reno  
John C. Carpenter, Assemblyman, Elko  
Kris Johnson, District Representative, Las Vegas  
Bob Miller, Governor, Carson City

### Utah

Robert Bennett, US Senator, Salt Lake City  
Orrin G. Hatch, US Senator, Salt Lake City  
James V. Hansen, US Representative, Salt Lake City  
Karen Shepherd, US Representative, Salt Lake City  
William Orton, US Representative, Salt Lake City  
Michael O. Leavitt, Governor, Salt Lake City

## Organizations

Edwina Allen, Sierra Club, Middle Snake Group  
American Mustang & Burro Association  
Arctic Precious Metals, Inc.  
Russell Avery, Avery Engineering Company  
Frank Bachman, J.R. Simplot Co., Land & Livestock Division  
Carl Baker, Silver Creek Ranch  
Bob Barton, Nevada Land & Cattle Co.  
Duane Bauer, Western Rock Products  
Michael Bean, Environmental Defense Fund  
Kraig Beckstrand, Nevada Division of Wildlife  
Beth Blattenberger, Seattle City Lights  
Stu Bengson, UFWDA  
Greg Bilyeu, Thiel Winchell Assoc.  
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Donna Flanigan, Flanigan & Flanigan, Inc.  
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Robert Tyler, Committee for Idaho's High Desert  
Phillip Wagner, Ducks Unlimited  
Lester Walcott, Common Wealth Assoc., Inc.  
Richard Walsh, Tenaska, Inc.  
James P. Wold, Newmont Gold Co.  
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Richard Wyman, Wyman Engineering  
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R. Jane Kinnee  
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Tyler Carlson, Western Area Power Administration  
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Bill Crenshaw, SW Public Service Co.  
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Edward Karapetian, City of Los Angeles, Department of Water & Power, System Development Division  
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 Warren Linnell, Wells Rural Electric Company  
 Thomas A. Lockhart, PacifiCorp Electric Operations  
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 Mike Mann, Idaho Power Company  
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 Janet Monaco, Las Vegas Valley Water District  
 Bob Mooney, Idaho Independent Council  
 Anthony Morrell, Environmental Manager, U.S. Department of Energy, Bonneville Power  
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 Steven P. Muse, Idaho Power Company  
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## Media

Paul Beebe, Idaho Statesman  
Andrew J. Davis, Elko Daily Free Press  
Kate Heelenbrand, Millard County Chronicle Progress  
Mary Manning, Sun News  
Doug McMillan, Reno Gazette Journal  
D. Mitchell, KKLZ Radio  
N.S. Nokkentved, Times News  
Keith Rogers, Review Journal  
Connie Simkins, Lincoln County Record  
Jim Woolf, Salt Lake Tribune  
Ely Daily Times  
High Country News  
High Desert Advocate  
Public Lands News, Washington, DC

## Libraries, Universities and Museums

### Nevada

Ann Brinkmeyer, State of Nevada, Nevada State Library, Carson City  
Jaak Daemen, Mackay School of Mines  
Carl Fox, Bio-Resources Center, Desert Research Institute, University of Nevada-Reno  
Charleston Heights Library, Las Vegas  
Clark County Library, Las Vegas  
Henderson Library, Henderson  
James Dickenson Library, University of Las Vegas  
John W. Fordham, Desert Research Institute, Water Resources, University of Nevada-Reno  
Lincoln County Library, Pioche  
Rainbow Library, Las Vegas  
Ron Marlow, RECON, Department of Biological Sciences  
Sunrise Public Library, Las Vegas  
Teri Knight, The Nature Conservancy, Barrick Museum, University of Nevada  
    Kelly Jackson, Staff Council, University of Nevada, Las Vegas, Public Service  
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Dr. Kevin Rafferty, Clark County Community College, Division of Behavioral Sciences, North  
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## **Washington**

Attn: President, American Alpine Institute, Bellingham

## **Indian Interests**

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Ken Esplin, USDI Bureau of Indian Affairs, Paiute Field Station

Peter Ford, Chairman of Baker Advisory Board

Fort Hall Business Council, Shoshone-Bannock Tribes

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Calvin Meyers, Moapa Band of the Paiute

Jerry Millett, Chief, Western Shoshone National Council

Vernon Strickland, Power Manager, USDI Bureau of Indian Affairs

Louella Tom, Tribal Chairperson, Moapa Band of Paiute

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Bureau of Indian Affairs

Western Nevada Agency

Paiute Field Station

Phoenix Area Office













# United States Department of the Interior



FISH AND WILDLIFE SERVICE

NEVADA ECOLOGICAL SERVICES FIELD OFFICE  
4600 Kietzke Lane, Building C-125  
Reno, Nevada 89502-5093

May 12, 1993  
File No. 1-5-93-F-91

## Memorandum

To: District Manager, Burley District, Bureau of Land Management, Burley, Idaho (Attn: Karl Simonson)

From: Field Supervisor, Ecological Services, Reno, Nevada

Subject: Formal Section 7 Consultation for the Issuance of a Right-of-way Permit for the Southwest Intertie Project

This Biological Opinion responds to your December 23, 1992, request for formal consultation with the Fish and Wildlife Service (Service) pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act). The Service will analyze those impacts upon the desert tortoise (*Gopherus agassizii*), a species federally listed as threatened, that may result from the issuance of a right-of-way permit for the Southwest Intertie Project (SWIP). This consultation is conducted pursuant to 50 CFR Part 402 of our interagency regulations governing section 7 of the Act. The Service initiated formal consultation upon receipt of your request on December 28, 1992.

The Bureau of Land Management (BLM) has determined that the proposed action is not likely to adversely affect the endangered bald eagle (*Haliaeetus leucocephalus*) or the American peregrine falcon (*Falco peregrinus anatum*). The Service concurs with this finding. Therefore, these two species will not be addressed in this Biological Opinion.

This Biological Opinion contains information from BLM correspondence dated December 23, 1992, January 6, 1993, February 23, 1993, March 26, 1993, and May 3, 1993; Dames & Moore correspondence dated January 18, 1993; February 9, 1993, March 4, 1993, March 25, 1993, and April 23, 1993; Service correspondence dated January 5, 1993, March 24, 1993, and April 30, 1993; a meeting held January 11, 1993, with BLM, Los Angeles Department of Water and Power, Idaho Power Company (Idaho Power), and Dames & Moore; a biological assessment dated December 1992; conversations with BLM and Dames & Moore staffs; and information in our files.



## Description of the Proposed Action

BLM received an application from Idaho Power for a right-of-way permit (BLM No. N-49781) to construct SWIP, a 500-kilovolt (kV) transmission line project. SWIP consists of two segments: (1) A 500-mile Midpoint to Dry Lake segment between an existing substation near Shoshone, Idaho, and a new proposed substation site in Dry Lake Valley northeast of Las Vegas, Nevada; and (2) a 200-mile Crosstie segment between a new proposed substation site near Ely, Nevada, east to a new proposed substation near Delta, Utah (Figure 1).

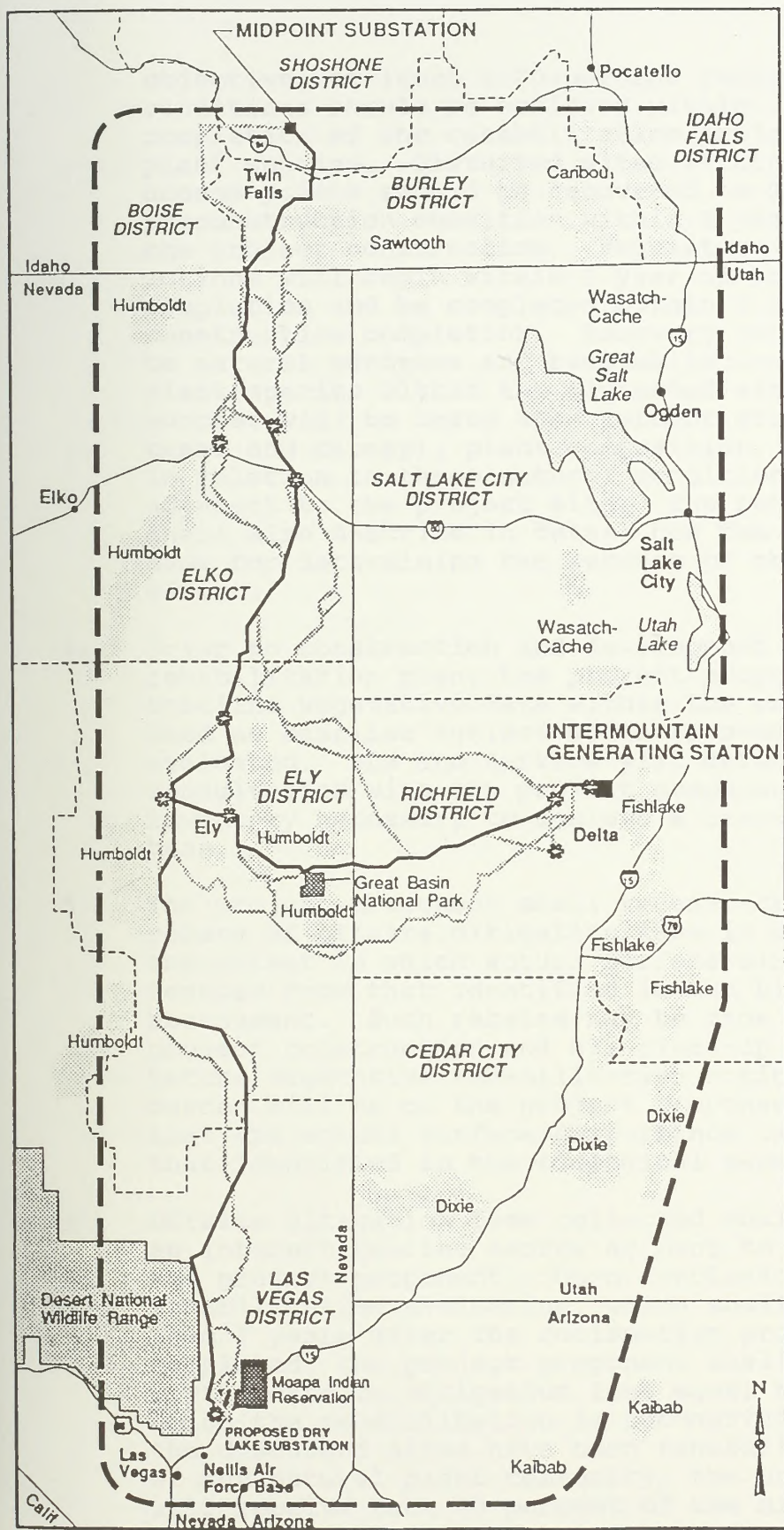
Only the last 53.2 miles of the Midpoint to Dry Lake segment is in desert tortoise habitat. The BLM estimates that a total of 379.7 acres of desert tortoise habitat will be disturbed during the development of this portion of the Midpoint to Dry Lake segment. Wire pulling sites and wire splicing sites will result in the short-term disturbance of 24.4 acres of desert tortoise habitat. Marshaling yards, batch plants, tower bases, tower footings, and tower anchors will result in the long-term disturbance of 355.3 acres of desert tortoise habitat.

According to the offsite compensation mitigation formula developed and approved by the Management Oversight Group in "*Compensation for the Desert Tortoise*" (Hastey et al. 1991), Idaho Power shall pay a total offsite mitigation fee of \$522,859.50. The mitigation rate is based on \$295 per acre, multiplied by a compensation value of 4, multiplied by 24.4 acres of short-term disturbance of desert tortoise habitat and \$295 per acre, multiplied by a compensation value of 5, multiplied by 355.3 acres of long-term disturbance of desert tortoise habitat.

BLM proposes the following mitigation measures to minimize impacts to desert tortoises from the proposed action (BLM 1993, Dames & Moore 1992):

1. To the extent possible, tower sites will not be located within 100 feet of caliche caves or rock coversites which could be used by tortoises.
2. Access along the project will only be allowed from those points at which the project crosses Highway 93, Kane Springs Road, State Route 168, the substation, and one access point near mile marker 15 within Link Number 720.
3. Prior to construction, a vegetative rehabilitation plan must be incorporated into the Construction, Operations, and Maintenance Plan (COMP) that shall be approved by BLM and Service. This plan will describe in specific detail as to how surface-disturbance sites will be rehabilitated using reasonable state-of-the-art techniques. As an





## LEGEND

- PROPOSED ACTION
- - - Alternative Routes
- - - BLM District Boundaries
- ▨ Forest Service Boundaries
- ⊛ Alternative Substation Siting Area

Source: Dames & Moore

Note: Not to scale

# Southwest Intertie Project Alternative Corridors





objective, at least a 70-percent recovery towards natural conditions should be achieved within 7 years of completion of the rehabilitation project using native plant species. Disturbed sites within 500 feet of all access points should be recovered to 90 percent of preconstruction condition within 2 years of completion of the project construction. Vegetation rehabilitation actions will begin within 1 year of project construction completion and be completed within 2 years of construction completion. Recovery includes recontouring to natural contours and reestablishing locally native plant species within the disturbed sites. Recovery success will be based upon percent ground cover (both basal and canopy), plant composition, and plant frequency in relation to those natural conditions occurring adjacent to the project site. The rehabilitation plan shall also describe in detail how the evaluation will be made for determining the success of the rehabilitation effort.

4. Prior to construction and development of a vegetative rehabilitation plan, the project proponent shall collect baseline vegetative data within the project area to be used as baseline against which recovery efforts will be evaluated. BLM and Service will determine in consultation with the project proponent the level of inventory necessary to achieve a reasonable baseline data base.
5. The project proponent shall receive credit and subsequent rebate of offsite mitigation fees in direct proportion to the extent in which actual surface disturbance has been reduced from that identified in the biological assessment. Such rebates may be made upon completion of project construction and all clean-up operations but before vegetative rehabilitation actions are taken. The burden will be on the project proponent to demonstrate that the actual surface disturbance is indeed less than that identified in the biological assessment.
6. Offsite mitigation fees collected shall be deposited in an interest-bearing escrow account to be established by the project proponent. Upon conclusion of the rehabilitation evaluation, which shall occur no later than 7 years after the reclamation project work is completed, the project proponent shall receive a refund of the offsite mitigation fees equal to the percentage in which the rehabilitation is successful. For example, if the disturbed sites have been rehabilitated to 70 percent of the natural plant community, the project proponent will receive back 70 percent of the mitigation fee. Remaining mitigation fees will be disposed of in accordance with concurrent instructions from BLM and



Service. Specific details shall be discussed in the Rehabilitation Plan. If rehabilitation objectives are achieved prior to the 7-year evaluation period, the project proponent may request a refund of the appropriate level of mitigation fees as described above. However, the project proponent will be required to provide an evaluation (that meets BLM and Service requirements as identified in the rehabilitation plan) as to the success of the rehabilitation effort.

7. Prior to blasting, all tortoise burrows/coversites within a 200-foot radius of the blast site will be located and the entrances carefully stuffed with crumpled newspapers or other material approved by BLM and Service. After blasting is completed, all burrows/coversites will be inspected for damage. If a burrow/coversite has collapsed and there is a possibility it is occupied, it will be excavated to ensure that no tortoises have been buried and, therefore, in danger of suffocation. If a tortoise is present, or potentially present (e.g., end of tortoise burrow is not visible), and the burrow/coversite has not been damaged; stuffing material will remain in place for 2 weeks in order to prevent tortoises from abandoning the burrow/coversite.

All tortoises located within 100 feet of the blast site will be removed and temporarily relocated (in accordance with desert tortoise handling protocol) prior to blasting.

8. To prevent mortality, injury, and harassment of desert tortoises and damage to their burrow and coversite, no pets shall be permitted in any project construction area unless confined or leashed.
9. Where construction activities occur during the tortoise activity period (March 1 through October 31), the project proponent shall install a temporary tortoise-proof fence along the access routes and construction sites.
10. During the tortoise activity period, a tortoise biologist shall be present during all construction activity where one or more pieces of heavy construction equipment are being used.
11. All construction-vehicle movement outside the right-of-way will be restricted to predesignated access, contractor acquired access, or public roads.
12. The real limits of construction activities will be predetermined, with activity restricted to and confined within those limits. No paint or permanent discoloring



agents will be applied to rocks or vegetation to indicate survey or construction activity limits.

13. In construction areas where recontouring is not required, vegetation will be left in place wherever possible and original contour will be maintained to avoid excessive root damage and allow for resprouting.
14. The project sponsors will continue to monitor studies performed to determine the effects of audible noise and electrostatic and electromagnetic fields in order to ascertain whether these effects are significant.
15. Hazardous materials shall not be drained onto the ground or into streams or drainage areas. Totally enclosed containment shall be provided for all trash. All construction waste including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials shall be removed to a disposal facility authorized to accept such materials.
16. No widening or upgrading of existing access roads will be undertaken in the area of construction and operation, except for repairs necessary to make roads passable, where soils and vegetation are very sensitive to disturbance.
17. The alignment of any new access roads or overland routes will follow the designated area's landform contours where possible, provided that such alignment does not additionally impact resource values. This would minimize ground disturbance and/or reduce scaring (visual contrast).
18. All new access roads not required for maintenance will be permanently closed using the most effective and least environmentally damaging methods appropriate to that area with concurrence of the landowner or land manager (e.g., stockpiling and replacing topsoil, or rock replacement). This would limit new or improved accessibility into the area.
19. The project proponent will designate a field contact representative (FCR). The FCR will be responsible for overseeing compliance with protective stipulations for the desert tortoise and for coordinating compliance with BLM. FCR will have the authority to halt activities of construction equipment which may be in violation of the stipulations.
20. All construction and maintenance workers will participate in a tortoise-education program. The program will be developed by the project proponent prior to the beginning



of construction. The program will be submitted to the Service for review and approval prior to implementation. The program will include, at a minimum, the following topics: Occurrence of desert tortoises, sensitivity of the species to human activities, legal protection for desert tortoises, penalties for violations of Federal and State laws, general tortoise activity patterns, reporting requirements, measures to protect tortoises, and personal measures employees can take to promote the conservation of desert tortoises.

21. Within desert tortoise habitat, a biologist will be assigned to the pre-construction survey team(s). The biologist will be responsible for ensuring that placement of new access routes, spur roads, and tower sites affect as few tortoise burrows as possible. The placement of access and spur roads will be as direct as possible to minimize habitat disturbance while minimizing destruction of tortoise burrows. Other work areas (e.g., splicing, tensioning, pulling, batch sites) will also be surveyed by a biologist as construction proceeds. Potential work areas will be flagged several days prior to construction for review by a biologist. To the extent possible, these sites will be located in already disturbed areas.
22. Overnight parking and storage of equipment and material will be in previously disturbed areas (i.e., lacking vegetation). These areas will also be designated by the pre-construction survey team. If previously disturbed areas are not available, these activities will be restricted to the right-of-way and will be cleared of tortoises by the on-site biologist prior to use.
23. Within desert tortoise habitat, construction and maintenance workers will strictly limit their activities and vehicles to construction areas and routes of travel which have been flagged to eliminate adverse impacts to desert tortoises and their habitat. Aside from these areas, workers may not drive cross-country even within the right-of-way. All workers will be instructed that their activities are restricted to flagged and cleared areas.
24. To the extent possible, vehicle use on spur roads, tower sites, and at splicing and tensioning sites, will occur by crushing of vegetation only (i.e., no blading of such would occur). FCR will ensure that blading is conducted only where necessary. However, due to construction constraints, a result of equipment size and personnel safety, most spur roads and tower sites would need to be bladed.



25. Prior to construction, a plan establishing handling, holding, and relocation procedures for tortoises will be developed. The plan will be developed in consultation with BLM and the Service, and will be approved by these agencies. This plan will include, at a minimum:  
(1) A protocol for moving tortoises found above ground in construction areas; (2) a protocol for excavating and relocating tortoises found in burrows in areas flagged for disturbance; and (3) the techniques for constructing artificial burrows for relocated tortoises. The plan will take into account the time of year and temperature ranges in establishing procedures. The purpose for deferring development of the plan is to ensure the use of the most current and effective techniques available at the time of construction.
26. The Service will be notified within 3 days of any tortoise death or injury caused by project activities. Notification would include the date, time, circumstances, and location of any injury or death. Dead animals may be marked and left onsite. Injured animals will be transported to a qualified veterinarian. The Service will furnish direction on the final disposition of tortoises taken to a veterinarian.
27. Trash and food items will be removed daily by the construction workers and placed in raven-proof containers.
28. From March 15 through November 1, construction and maintenance vehicles will not exceed a speed of 25 mile per hour in tortoise habitat.
29. No later than 90 days after completion of construction within tortoise habitat, FCR and on-site biologist will prepare a report for BLM and Service. The report will document the effectiveness of the tortoise mitigation measures, the number of tortoises excavated from burrows, and the number of tortoises moved from construction sites. The report will make recommendations for modifying or refining the stipulations to enhance benefits to the tortoise or to reduce needless hardship on the project proponent. The report will include an estimate of the actual acreage of habitat disturbance caused by crushing and blading versus what was estimated prior to construction.
30. Herbicides will not be used as a part of this project.



## Status of the Species/Environmental Baseline

The desert tortoise, a large herbivorous reptile, is generally active when annual plants are most common (spring, early summer, autumn). Desert tortoises usually spend the remainder of the year in shelter sites, escaping the extreme weather conditions of the desert. Sheltering habits of desert tortoises vary greatly in different geographic locations. Shelter sites may be located under bushes, in the banks or beds of washes, in rock outcrops, or in caliche caves. Further information on the range, biology, and ecology of the desert tortoise can be found in Berry (1984), Berry and Burge (1984), Burge (1978), Burge and Bradley (1976), Hovik and Hardenbrook (1989), Karl (1981, 1983a, 1983b), Luckenbach (1982), and Weinstein et al. (1987).

On April 2, 1990, the Service determined the Mojave population of the desert tortoise to be threatened (Service 1990). The Mojave population includes those animals living north and west of the Colorado River in the Mojave Desert of California, Nevada, Arizona, and southwestern Utah and in the Colorado Desert in California (a division of the Sonoran Desert). In Nevada, the native range of this species is generally restricted to Clark County and those portions of Nye and Lincoln Counties south of 37 degrees North latitude and below approximately 1,330 meters elevation (4,000 feet). Reasons for listing the desert tortoise included loss of habitat from construction projects such as roads, housing and energy developments, and conversion of native habitat to agriculture. Grazing and off-road vehicles have degraded additional habitat. Also cited as threatening the desert tortoise's continuing existence were illegal collection, upper respiratory tract disease, and predation on juvenile desert tortoises by common ravens (*Corvus corax*).

According to *Desert Tortoise Habitat Management on Public Lands; A Rangewide Plan* (Spang et al. 1988), BLM classified desert tortoise habitat into three categories based on: (1) Importance of the habitat to maintaining viable populations; (2) resolvability of conflicts; (3) desert tortoise density; and (4) desert tortoise population status (stable, increasing, or decreasing). SWIP traverses 53.2 miles of desert tortoise habitat of which 45.7 miles is classified as category I desert tortoise habitat and 7.5 miles is classified as category III desert tortoise habitat (Dames & Moore 1992).

The *Short-Term Habitat Conservation Plan for the Desert Tortoise in Las Vegas Valley, Clark County, Nevada* (Regional Environmental Consultants 1991), identifies 14 potential tortoise management areas (PTMAs) in Clark and Lincoln Counties. Only the Eldorado and the Piute Valley PTMAs have



been designated as Tortoise Management Areas (TMAs). SWIP traverses the Coyote Spring Valley PTMA.

The *Draft Recovery Plan for the Desert Tortoise (Mojave Population)* (Brussard et. al. 1993) identifies proposed desert wildlife management areas (DWMAs) where management actions should be undertaken to recover the desert tortoise. SWIP traverses the proposed Mormon Mesa DWMA.

Based on BLM triangular-strip transects Dames & Moore (1992) estimated that SWIP traverses 4.3 miles of low-density desert tortoise habitat, 3.2 miles of low- to medium-density habitat, 30.2 miles of medium- to high-density habitat, and 15.5 miles of high-density habitat. Also, SWIP traverses the creosote-bursage series of the Mojave Desertscrub biome. Dominant shrubs are creosotebush (*Larrea tridentata*) and white bursage (*Ambrosia dumosa*).

### Effects of the Proposed Action on the Listed Species

The proposed development of SWIP may result in the short-term disturbance of 24.4 acres of desert tortoise habitat and the long-term disturbance of 355.3 acres of desert tortoise habitat. Mitigation proposed by BLM to require Idaho Power to set up a interest-bearing escrow account for the rehabilitation of the desert tortoise habitat destroyed during the construction of SWIP should minimize these impacts.

The proposed development of SWIP may impact 95 desert tortoises. Desert tortoises may be killed or injured by vehicles and may be harassed through removal from construction areas. The proposed project could result in the death or injury of desert tortoises that move onto construction areas and roads used by preconstruction and construction crews (Bury 1978, Luckenbach 1975, Nicholson 1978). Furthermore, vehicles that stray from construction areas and roads may crush desert tortoises above ground or in their burrows. Mitigation proposed by BLM to require Idaho Power to:

- (1) Install a temporary tortoise-proof fence around the perimeter of construction zones during desert tortoise activity period; and
- (2) restrict vehicle access to five specific access routes should minimize these impacts.

Desert tortoises may be killed or injured by vehicles, resulting from the increased accessibility of the area during and after construction of the SWIP transmission line. Such increased access may also result in increased illegal collection of desert tortoises found on or near roadways. This may impede BLM's effort to manage the project area as a recovery area for desert tortoises. BLM proposes to minimize this impact by requiring rehabilitation of all roadways; however, before rehabilitation is complete, the roadways will be visible to off-road vehicle enthusiasts.



Desert tortoises may be killed or injured by the noise and electrostatic and electromagnetic fields generated by the SWIP transmission lines.

Additional harassment may occur from increased levels of human activity, noise, and ground vibrations produced by vehicles and heavy equipment (Bondello 1976, Bondello et al. 1979); attraction of ravens to the area if trash is not removed immediately (Berry 1985, BLM 1990); capture of tortoises by construction and maintenance crews for use as pets; death or injury of desert tortoises by construction and maintenance crews' unleashed dogs; and entrapment of desert tortoises in their collapsed burrows during blasting. BLM proposes to minimize these adverse impacts by requiring Idaho Power to: (1) Provide a desert tortoise-education program; (2) initiate a leashed-dog program; (3) initiate a trash-abatement program; and (4) initiate a desert tortoise burrow-protection program prior to blasting should minimize these impacts.

The Service has determined that the level of impact described herein will not reduce appreciably the likelihood of survival and recovery of the Mojave population of the desert tortoise in the wild because: (1) The proposed temporary tortoise-proof fencing along the perimeters of all construction zones will exclude desert tortoises from entering the project site during construction; (2) BLM will require Idaho Power to establish and maintain an interest-bearing escrow account for the rehabilitation of desert tortoise habitat; (3) the project site is near U.S. Highway 93, and (4) access roads will be minimized and rehabilitated following construction.

### Cumulative Effects

Cumulative effects are those effects of future non-Federal (State, local government, or private) activities on endangered and threatened species or critical habitat that are reasonably certain to occur during the course of the Federal activity subject to consultation. Future Federal actions are subject to the consultation requirements established in section 7 of the Act and, therefore, are not considered cumulative to the proposed action.

The majority of the land surrounding the project site is under public ownership and managed by BLM. The proposed SWIP would allow utilities in the northwestern, southwestern, and intermountain United States, to add capacity and reliability to the western electrical power system at an economical price. This system may stimulate development in southern Nevada, especially in the Las Vegas Valley.

The Las Vegas Valley is currently undergoing rapid commercial and residential development. Nearly all portions of the valley contain ongoing and planned future developments,



including much of the northern, western, and southern portions, as well as the Henderson area. Over the next 10 years, the Las Vegas Valley is expected to gain over 215,000 residents. Between 1979 and 1986, the amount of developed land in the Las Vegas Valley increased annually by about 7 percent. That trend is expected to continue well into the 1990s.

Clark County is proceeding with preparation of a long-term habitat conservation plan (HCP) for an incidental take permit, pursuant to section 10(a)(1)(B) of the Act. The application will address take of desert tortoises and their habitat from future development projects on all non-Federal lands within Clark County and will propose mitigation to minimize such impacts.

### Biological Opinion

It is our Biological Opinion that the issuance of a right-of-way permit for the development of SWIP is not likely to jeopardize the continued existence of the threatened Mojave population of the desert tortoise. Because critical habitat was designated for the Beaver Dam Slope subpopulation in Utah in 1980, but not for the subpopulations in Arizona, California, and Nevada, no critical habitat will be destroyed or adversely modified by issuance of this permit.

### Incidental Take

Sections 4(d) and 9 of the Act, as amended, prohibit taking (harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or attempt to engage in any such conduct) of listed species of fish or wildlife without a special exemption. "Harm" is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering (50 CFR § 17.3). "Harass" is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering (50 CFR § 17.3). Under the terms of sections 7(b)(4) and 7(o)(2) of the Act, taking that is incidental to and not intended as part of the agency action is not considered a prohibited taking provided that such taking is in compliance with the reasonable and prudent measures, and the terms and conditions that implement them, as set forth below.

The Service hereby incorporates by reference BLM's 30 mitigation measures from the *Description of the Proposed Action* into this incidental take statement as part of these terms and conditions. The following terms and conditions either specify additional measures considered necessary by the



Service or modify measures proposed by BLM. Where these terms and conditions vary from or contradict mitigation measures proposed under the *Description of the Proposed Action*, specifications in these terms and conditions shall apply. The measures described below are nondiscretionary and must be implemented by BLM so that they become binding conditions of any grant or permit issued to the applicant, as appropriate, in order for the exemption in section 7(o)(2) to apply.

BLM has a continuing duty to regulate the activity that is covered by this incidental take statement. If BLM fails to require the applicant to adhere to the terms and conditions of the incidental take statement through enforceable terms that are added to the permit or grant document, the protective coverage of section 7(o)(2) may lapse.

Based on the analysis of impacts provided above, mitigation measures proposed by BLM, desert tortoise surveys conducted by BLM, and anticipated project duration, the Service anticipates that the following take could occur as a result of the proposed action:

1. Five (5) desert tortoise may be accidentally injured or killed by vehicles or equipment during development and maintenance of SWIP.
2. Ninety (90) desert tortoises may be harassed by removal from the boundaries of SWIP.
3. An unknown number of desert tortoise eggs may be destroyed during development of SWIP.
4. An unknown number of desert tortoises may be taken in the form of indirect mortality through predation by ravens drawn to trash within the SWIP site.
5. An unknown number of desert tortoises may be taken indirectly in the form of harm through increased noise associated with operation of heavy equipment.
6. An unknown number of desert tortoises may be taken indirectly in the form of harm through noise and electrostatic and electromagnetic fields associated with operation of 500-kV transmission lines.
7. An unknown number of desert tortoises may be taken indirectly in the form of harm through suffocation in burrows collapsed during blasting operations.
8. An unknown number of desert tortoises may be killed or injured by vehicles driving off-road to conduct emergency repairs of electrical transmission lines.

9. A total of 379.7 acres of desert tortoise habitat may be destroyed during construction of SWIP which could result in harm and/or harassment of desert tortoises.

### **Reasonable and Prudent Measures**

The Service believes that the following reasonable and prudent measures are necessary and appropriate to minimize take:

1. Measures shall be taken to minimize mortality or injury of desert tortoises due to construction or maintenance activities and operation of heavy equipment.
2. Measures shall be taken to minimize predation on tortoises by ravens drawn to construction areas or by unleashed dogs brought to construction areas.
3. Measures shall be taken to minimize destruction of desert tortoise habitat, such as soil compaction, erosion, or crushed vegetation, due to construction or maintenance activities.
4. Measures shall be taken to ensure compliance with the reasonable and prudent measures, terms and conditions, reporting requirements, and reinitiation requirements contained in this Biological Opinion.

### **Terms and Conditions**

In order to be exempt from the prohibitions of section 9 of the Act, BLM must comply with the following terms and conditions, which implement the reasonable and prudent measures described above.

1. To implement Reasonable and Prudent Measure number 1, BLM shall fully implement mitigation measures 7, 9, 10, 11, 12, 14, 15, 25, and 28 from the *Description of the Proposed Action*.

In addition, to BLM's mitigation measure 9, the following shall be added to their measure:

Typical fence design will consist of 1-inch mesh, 48-inch-wide, plastic fence constructed to maintain zero clearance between the ground and the bottom edge of the fence. Other proposed fence designs must be approved by the Service prior to implementation.

In addition, to BLM's mitigation measure 28, the following shall be added to their measure:



BLM's mitigation measure shall be initiated from March 1 through October 31 during the desert tortoise active period.

In addition, to BLM's mitigation measures, the following terms and conditions shall be implemented:

- a. All construction sites and access roads shall be clearly marked or flagged at the outer limits prior to the onset of any surface-disturbing activity. All personnel shall be informed that their activities must be confined to within the marked or flagged areas.

Construction sites and access roads shall be surveyed by qualified tortoise biologists no more than 15 days prior to initiation of construction. Surveys shall provide 100-percent coverage of the entire construction area. All desert tortoise burrows located will be conspicuously flagged or marked. All desert tortoise burrows, and other species' burrows which may be used by desert tortoises, will be examined with a fiber-optic scope, if necessary, to determine occupancy of each burrow by tortoises.

- b. From November 1 through February 28, environmental monitors (in place of desert tortoise biologists) will be onsite during all phases of transmission line construction to ensure all construction vehicles and heavy equipment remain in the boundaries of the construction zone delineated by Term and Condition 1.a. above.
- c. Any desert tortoises or eggs found along the fence will be removed by qualified tortoise biologists in accordance with the attachment.
- d. The tortoise-proof fence shall be monitored at least monthly, particularly following precipitation, and maintained during construction. Monitoring and maintenance shall include regular removal of trash and sediment accumulation and restoration of zero clearance between the ground and the bottom of the fence.
- e. Desert tortoises and eggs found within construction sites shall be removed by qualified desert tortoise biologists in accordance with the attachment. Desert tortoises removed from the project sites shall be released into undisturbed habitat within 1,000 feet from the collection site.

Desert tortoises removed from these construction sites shall be placed in the shade of a shrub or in a natural unoccupied burrow similar to the hibernaculum in which it was found, or in an artificial burrow following the protocol provided in the attachment. Desert tortoises shall not be placed on lands outside the administration of the Federal government without the written permission of the landowner. Desert tortoises shall be purposefully moved only by qualified desert tortoise biologists solely for the purpose of moving them out of harm's way.

If a suitable location is not found, desert tortoises shall be provided to a Service-approved transfer facility. The transfer facility must be provided with a 10-day notice that tortoises may be delivered. Idaho Power shall bear all costs associated with delivery of desert tortoises to the transfer facility. Each desert tortoise shall be delivered in an individual cardboard box which is marked with the date and location of collection, Biological Opinion number, and "BLM" to distinguish these desert tortoises from those collected on private lands.

2. To implement Reasonable and Prudent Measure number 2, BLM shall fully implement mitigation measures 8 and 27 from the *Description of the Proposed Action*.
3. To implement Reasonable and Prudent Measure number 3, BLM shall fully implement mitigation measures 1, 2, 3, 5, 6, 13, 16, 17, 18, 21, 22, 23, 24, and 30 from the *Description of the Proposed Action*.

In addition, mitigation measure 1 shall be replaced by the following term and condition and shall be implemented:

Tower sites shall not be located within 100 feet of caliche caves or rock coversites which could be used by tortoises.

In addition, to BLM's mitigation measure 6, the following shall be added to their measure:

Prior to issuance of right-of-way permit, Idaho Power shall transfer \$524,067.50 into an interest-bearing escrow account administered by Idaho Power, as offsite mitigation for the destruction of desert tortoise habitat within the project boundaries. The mitigation rate is based on \$295 per acre,



multiplied by a compensation value of 5, multiplied by 355.3 acres of long-term disturbance of desert tortoise habitat. Any refunds to Idaho Power shall include principle and interest.

In addition, mitigation measure 16 shall be replaced by the following term and condition and shall be implemented:

No widening or upgrading of existing access roads will be undertaken in the area of construction and operation, except for minor repairs necessary to make roads passable.

In addition, mitigation measure 24 shall be replaced by the following term and condition and shall be implemented:

Vehicle use on spur roads, tower sites, and at splicing and tensioning sites, shall occur by crushing of vegetation only (i.e., no blading of such would occur).

In addition, to BLM's mitigation measures, the following terms and conditions shall be implemented:

- a. Prior to issuance of right-of-way permit, Idaho Power shall transfer \$28,792 into an account administered by Clark County, as offsite mitigation for the destruction of desert tortoise habitat within the project boundaries. The mitigation rate is based on \$295 per acre, multiplied by a compensation value of 4, multiplied by 24.4 acres of short-term disturbance of desert tortoise habitat, but will be indexed for inflation based on the Bureau of Labor Statistics Consumer Price Index beginning January 1, 1994. These funds shall be directly deposited into Desert Tortoise Habitat Conservation Fund Number 236-8290 administered by Clark County for the purpose of securing TMAs, habitat enhancement, and desert tortoise research. None of these funds shall be used to develop a HCP. These funds are independent of any other fees collected by the county for desert tortoise conservation planning. These funds shall be held in an interest-bearing account, and the accrued interest also shall be expended on desert tortoise conservation measures. All section 7 funds shall be expended only at the direction of the Service.

Total payment must be made prior to issuance of right-of-way for BLM and Idaho Power to be in compliance with the provisions of the Act. Payment,

if made directly, shall be by certified check or money order payable to Clark County, and delivered to:

Clark County  
Department of Administrative Services  
225 Bridger Avenue, 6th Floor  
Las Vegas, Nevada 89155  
(702) 455-3530

The payment, whether made directly or transferred under an interlocal agreement, shall be accompanied by a cover letter from the project proponent that identifies the project and biological opinion that is requiring the payment, the amount of payment enclosed, and the number of the check or money order. The cover letter shall also identify the name and address of the project proponent, the name and address of the Federal agency responsible for authorizing the project, and the address of the Service office issuing the biological opinion. This information will be used to notify the project proponent, the authorizing Federal agency, and the Service that the payment has been received.

- b. Idaho Power shall patrol the transmission line by helicopter. Any maintenance by vehicle shall require rehabilitation of the vehicle trail upon completion of the maintenance activity. Rehabilitation will be conducted according to a Service approved Construction, Operations, and Maintenance Plan identified in BLM mitigation measure 3.
4. To implement Reasonable and Prudent Measure number 4, BLM shall fully implement mitigation measures 4, 19, 20, 26, and 29 from the *Description of the Proposed Action*.

In addition, to BLM's mitigation measure 19, the following shall be added to their measure:

BLM shall designate a representative responsible for overseeing compliance with the reasonable and prudent measures, terms and conditions, reporting requirements, and reinitiation requirements contained in this Biological Opinion. The designated representative shall provide coordination among BLM, Idaho Power, and the Service.



In addition, to BLM's mitigation measure 20, the following shall be added to their measure:

The program shall also be presented to all supervisory personnel and personnel associated with maintenance activities in desert tortoise habitat. All such personnel shall also be informed of the terms and conditions included in this Biological Opinion. All such persons shall sign a statement indicating that they have completed the educational program and understand fully its provisions and the terms and conditions included in this Biological Opinion.

The reasonable and prudent measures, with their implementing terms and conditions, are designed to minimize the anticipated incidental take that may result from the proposed action. With implementation of these measures, the Service believes that no more than 95 desert tortoises may be incidentally taken (5 killed or injured and 90 harassed) and 379.7 acres of desert tortoise habitat may be destroyed. If, during the course of the action, the level of incidental take identified is exceeded, reinitiation of consultation will be required. BLM must immediately provide an explanation of the causes of the taking and review with the Service the need for possible modification of the reasonable and prudent measures.

#### **Reporting Requirements**

Upon locating a dead, injured, or sick endangered or threatened species, initial notification must be made to the Service's Division of Law Enforcement, Special Agent Edward Dominguez, in Las Vegas, Nevada, at telephone number (702) 388-6380. Care should be taken in handling sick or injured desert tortoises to ensure effective treatment and care or the handling of dead specimens to preserve biological material in the best possible state for later analysis of cause of death. In conjunction with the care of sick or injured desert tortoises or preservation of biological materials from a dead animal, the finder has the responsibility to carry out instructions provided by the Law Enforcement Division to ensure that evidence intrinsic to the specimen is not unnecessarily disturbed.

Sick or injured desert tortoises shall be delivered to any qualified veterinarian for appropriate treatment or disposal. Dead desert tortoises suitable for preparation as museum specimens shall be frozen immediately and provided to an institution holding appropriate Federal and State permits per their instructions. Should no institutions want the desert tortoise specimens, or if it is determined that they are too damaged (crushed, spoiled, etc.) for preparation as a museum specimen, then they may be buried away from the project area



or cremated. The applicant or project proponent shall bear the cost of any required treatment of injured desert tortoises, euthanasia of sick desert tortoises, or cremation of dead desert tortoises. Should sick or injured desert tortoises be treated by a veterinarian and survive, they may be transferred as directed by the Service.

### Conservation Recommendations

Section 7(a)(1) of the Act directs Federal agencies to use their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. The term "conservation recommendations" has been defined as Service suggestions regarding discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat or regarding the development of information.

The Service recommends that BLM in cooperation with Idaho Power conduct a long-term study to determine if the effects of audible noise and electrostatic and electromagnetic fields generated by SWIP transmission project on desert tortoises living in Coyote Spring Valley.

In order for the Service to be kept informed of actions that either minimize or avoid adverse effects or that benefit listed species or their habitats, the Service requests notification of the implementation of any conservation recommendations.

### Reinitiation Requirement

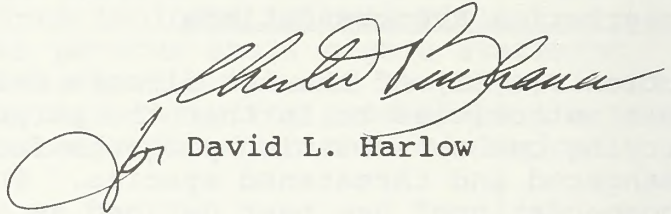
This concludes formal consultation on the actions outlined in the December 23, 1992, request. As required by 50 CFR § 402.16, reinitiation of formal consultation is required if: (1) The amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action.

The designation of the Mormon Mesa Desert Wildlife Management Area and/or the designation of the Coyote Spring Tortoise Management Area may provide significant new information that warrants reinitiation of consultation. In instances where the amount or extent of incidental take is exceeded, any operations that are causing such take must be stopped in the interim period between the initiation and completion of the



new consultation if any additional taking is likely to occur.

We appreciate the assistance and cooperation of your staff throughout this consultation process. If we can be of any further assistance, please contact me or Mark Maley at (702) 784-5227.

  
David L. Harlow

Attachment

cc:

Idaho Power Company, Boise, Idaho (Attn: Patrick Hasenoehrl)  
District Manager, Las Vegas District, Bureau of Land  
Management, Las Vegas, Nevada (Attn: Sid Slone)  
(w/atch)

Operations Services Coordinator, Administrative Services,  
Clark County, Las Vegas, Nevada  
Desert Tortoise HCP Coordinator, The Nature Conservancy,  
Las Vegas, Nevada

Director, Nevada Department of Wildlife, Reno, Nevada  
Regional Manager, Nevada Department of Wildlife, Las Vegas,  
Nevada

State Director, Nevada State Office, Bureau of Land  
Management, Reno, Nevada

Chief, Division of Endangered Species, Fish and Wildlife  
Service, Arlington, Virginia

Senior Resident Agent, Division of Law Enforcement, Fish and  
Wildlife Service, Reno, Nevada

Special Agent, Division of Law Enforcement, Fish and Wildlife  
Service, Las Vegas, Nevada

Assistant Regional Director, Ecological Services, Fish and  
Wildlife Service, Portland, Oregon (Attn: Richard Hill)  
(all w/o atch)

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## ATTACHMENT

### DESERT TORTOISE HANDLING AND OVERWINTERING PROCEDURES

(Note: Much of the information contained herein was obtained from Chapter III, Protocols for Handling Live Tortoises, in the Interim Techniques Handbook for Collecting and Analyzing Data on Desert Tortoise Populations and Habitats. This handbook is a cooperative effort among federal and state agencies. Primary editor is Dr. Cecil Schwalbe of the University of Arizona, Tucson, Arizona. The information on handling tortoise eggs was developed by the Reno Field Station in consultation with Dr. Schwalbe, Betty Burge of Las Vegas, Nevada, and the Service's Ventura Field Office.)

1. All desert tortoises shall be handled in a careful manner. This includes lifting the animal slowly, fully supporting the animal in an upright position, and completing various measurements in the minimum amount of time. A tortoise can be damaged or die of intestinal torsion. If a tortoise must be turned over on its back, this should be done gently. The fieldworker shall turn the tortoise over by carefully rolling it over on its side to its back, and return the tortoise to the upright position by rolling it back in the same direction. The tortoise shall not be rolled end over end, side over side, or spun.

Tortoises, especially females, may be fatally damaged by blows, butting, or overturning, which results in egg yolk peritonitis brought on by seepage of egg yolk or breakage of shelled eggs into the peritoneal cavity. Handling of potentially gravid females shall be done very carefully.

To prevent hyperthermia, on warm days a tortoise must be kept in the shade (of the fieldworker, a pack, other equipment, etc.) except during photography. Tortoises shall not be weighed, measured, etc. when air temperatures exceed 90°F (32°C) at 1.5 m (4.9 ft) above ground unless measures are taken to insure the animal does not overheat. Tortoises shall be placed in shaded areas during handling, and if the animal is to be held for a longer period, it shall be individually placed in a sterile cardboard box, placed in a shaded, cool location and returned to the site of capture or relocation at sunrise on the following day. **CAUTION! TEMPERATURES ARE MUCH HIGHER NEARER THE GROUND.** Take extreme caution to avoid overheating a tortoise whenever surface temperatures exceed 86°F (30°C). Shield the bulb of the thermometer from direct solar radiation and wind when measuring temperatures.



2. Because of the threat of Upper Respiratory Tract Disease (URTD), all tortoises shall be handled so as to minimize the chances of spreading the disease, even if URTD has not been documented in a given locality. All personnel handling tortoises must be initially trained using protocols developed by Dr. Cecil Schwalbe of the University of Arizona. These protocols will be used to minimize the spread of URTD. All personnel handling tortoises shall wear disposable latex or plastic gloves to prevent transmission of diseases among tortoises. Not more than one tortoise shall be handled with each pair of gloves.

All equipment that comes in contact with any tortoise shall be sterilized before it is used on another tortoise. For example, triangular files for notching, calipers for measuring shell length, rules, and other equipment should be sterilized by soaking in 95% isopropyl or ethyl alcohol for at least 20 minutes before using on another tortoise. A 25% solution of chlorine bleach may also be used, but bleach is extremely corrosive and may damage many types of equipment. Wooden rules should not be used; they are difficult to sterilize because of the porosity of the wood. Use metal or plastic rules instead.

To avoid sterilizing spring scales or weighing straps prior to weighing each tortoise, use individual "T-shirt" bags, the plastic bags with two handles that are used to bag groceries. The handles of the bag can be used to suspend the tortoise during weighing.

The fieldworker's clothes shall be changed completely, including shoes, before visiting other tortoise sites. Dr. Schwalbe defines a site as follows: "As a general rule, a single valley or desert mountain range would be considered one site, unless there were special circumstances, such as URTD confirmed in one part of a valley, but not thought to occur in other parts of that valley. In such an instance, a change of clothes would be necessary before visiting other parts of that valley." Always visit the site with known occurrence of URTD last to minimize the chance of spreading the disease. Vehicle undercarriages and tires shall be washed when travelling between sites where URTD is known or suspected to occur. The fieldworker is not required to wash vehicles if there are no confirmed reports of URTD on a study site. The fieldworker shall consider that wet soil carrying microbes will adhere to vehicles, and such microbes are less likely to die before a new study area is visited. It is advisable to wash a vehicle after driving in wet soil if feasible.



When transported by vehicle or confined, each tortoise shall be contained in a newly-purchased, clean cardboard box of an appropriate size. Boxes shall be discarded after use. Tortoises shall never be placed in automobile trunks or on floorboards in an unconfined manner. Tortoises shall never be placed in the bed of a truck over the catalytic converter as this area of the metal bed may become extremely hot. Tortoises must not be left unattended in vehicles; this measure is intended to eliminate accidental mortality caused by overheating. Truck beds and floorboards must be padded and travel shall be at speeds which eliminate unnecessary vibrations.

3. Tortoises removed from the project area and released into the wild as a result of mitigation measures for this project shall not be individually marked, except for those hibernating tortoises removed temporarily as specified under Procedure number 6 below. These tortoises shall be marked per Bureau of Land Management (BLM) standards (Attachment A-1). Tagging is the current preferred method for long-term marking and is supplemented with photographs and drawings. All three methods should be used to insure that over time the tortoise can be properly identified in future years.

Tagging: Tagging was originally used in 1977 and appears to be as effective or better than notching for a long-term marking technique. Place a small dot of white paint or a small piece of heavy white paper (card stock) on the fourth left costal scute; wait for the paint to dry. Write the identifying number for that tortoise on the dry dot or paper using permanent black ink. Wait for the ink to dry and cover the dot or paper and the ink with quick-drying clear epoxy. Note that the epoxy shall not touch the suture lines between the scutes. Numbers shall not be placed in the middle of the scute as this area may be sloughed or rubbed depending on the age of the tortoise and habitat in which it occurs.

In addition a photograph (35mm slide) of the carapace and fourth left costal scute shall be taken. If possible dust off the tortoise with a small brush to remove mud or dust from the scutes. Remember the brush must be either sterilized or disposed of after each use. Place a small piece of white paper (16 mm x 90 mm) on the edge of the shell with information on the study site name, date, and tortoise number. The tortoise shell area and fourth costal scute shall fill the slide frame. Drawings shall be made showing any anomalies (e.g., extra or missing marginal, costal, or vertebral scutes) or injuries (e.g., punctures holes from canines, tooth scrapes).



The responsible Federal Agency shall develop its own cataloging format to enable it and others to track tortoises handled as a result of development projects.

4. A standard data sheet should be developed to record the following information:
  - A. Name of person collecting the animal.
  - B. Exact location and date of collection.
  - C. The individual number assigned to that animal.
  - D. The over-wintering location of the tortoise.
  - E. The release site and date of release of the animal.
  - F. Health condition of the tortoise, including measured weight and length at initial capture and release. In addition to this information complete the URTD checklist (Attachments A-2 & A-3).
  - G. Photographs of carapace, plastron, and fourth left costal scute.
  - H. The information specified in 4.A. through 4.G. must be supplied to the responsible Federal agency and the Fish and Wildlife Service (Service) immediately after cessation of both tortoise clearing and release activities. The information shall be provided in the form of a report accompanied by data sheets.
5. Tortoises found actively moving on the surface, and to be removed from the project site, shall be released between 150 and 1000 feet from the outer boundary of the project area nearest the capture point. Relocated tortoises shall be placed under a shrub in the shade. Tortoises shall be monitored at the release site until they are exhibiting normal behavior. Should the capture occur late in the day so the animal will not have sufficient time to find a suitable burrow for the night, the tortoise shall be placed in a clean cardboard box as described above and held in an appropriate place safe from predators and danger of hyperthermia, until release can occur in the morning.
6. If tortoises found in burrows, and to be removed from the project site and released into the wild, are removed from burrows between November 1 and March 15, they shall be transported in cardboard boxes to the approved over-wintering site. Each tortoise shall be placed in an artificial burrow within a fenced enclosure with one tortoise per enclosure. Each enclosure must be separate from adjacent pens so that one tortoise can not place its head or limbs through the fence and physically contact a tortoise in an adjacent enclosure. Fencing does not need to be buried but shall be stable enough to preclude escape.



The main chamber of the burrow shall be constructed of plywood and the roof placed approximately 2.5 feet below the soil surface. The burrow's tunnel shall be eight to 10 feet long with a gentle slope (e.g., about 4:1). The tunnel shall be stabilized on the top with PVC pipe cut in half. The pipe shall be no smaller than 15 inch in diameter and soil shall be used to adjust tunnel to tortoise size. After placement of the tortoise in the burrow, the entrance of the tunnel shall be partially blocked with loose topsoil.

If any tortoise excavated is underweight, as determined by comparison to regressions developed by Dr. Michael Weinstein for the tortoises at the Honda project, the tortoise shall be placed in a room at a temperature of 90° to 100°F and allowed to soak in fresh water for two to three hours. After rehydration and drying, the tortoise shall be cooled to hibernation temperature slowly and placed in an artificial burrow. This procedure shall be implemented only by persons instructed in this manner of treatment.

Beginning in February, activity of the tortoises within the artificial burrows shall be monitored to determine an appropriate release time. Tortoises shall be released in the morning hours when temperatures are conducive to activity. The appropriate time for release will probably occur in the third week of March.

Each tortoise shall be released between 150 and 1000 feet from the outer boundary of the project area nearest the capture point. Released tortoises shall be placed under a shrub in the shade. Releases shall occur at a temperature that is suitable for activity, with reasonable expectation that the temperature will remain within the tortoise's thermal preference long enough for the tortoise to adjust to its surroundings. Tortoises shall be monitored at the release site until they are exhibiting normal behavior. To facilitate this measure, each tortoise must be accompanied by one of the approved biologists. There shall be no mass releases of animals.

7. Tortoise eggs shall be moved to artificial nests either in the wild or at an approved facility. Biologists must receive special training in the procedures outlined below, but such training can be obtained after a nest is actually found. If this is done, the nest shall be carefully covered with soil so as not to move the eggs and protected until on site training is provided. The responsible Federal agency shall ensure that this training is made available.



Any nest that is found shall be carefully excavated by hand at a time of day when the air temperature 6 inches above the ground is approximately equal to the soil temperature at egg level. Immediately upon finding a nest, large tool use shall be discontinued and the nest excavated by the biologist using his or her hands. Before disturbance of nest contents, each egg shall be gently marked with a small dot on the top using a felt-tipped pen to establish the egg's orientation in the nest. In handling nest contents, eggs must be maintained in this orientation at all times. Because egg shells become extremely fragile in the last few weeks before hatching, special care shall be taken with eggs found from August to mid-October. Because these eggs are very fragile, some may break during handling. This will be lethal to egg contents. Such an accident can be expected to occur until techniques are developed to avoid this type of incident. Broken eggs shall be buried nearby and left in the field, or the contents preserved and provided to qualified researchers.

The biologist shall measure and record the depth of the nest below the soil surface, the location of the nest in relation to any adjacent shrub (i.e., whether on the north, south, east, or west side of the shrub), the species of shrub and its approximate foliage volume, and the soil type. Place approximately one inch of soil from the nest area in a bucket and carefully transfer the eggs to the bucket, maintaining egg orientation. Cover the eggs with soil that is free of cobbles and pebbles, to a depth equivalent to that in the original nest.

If good tortoise habitat is available in the general area, the eggs shall be relocated between 150 to 1,000 feet from outer boundary of the project site. Prepare a nest with the same depth, orientation, location in relation to a specific shrub species, and in the same soil type as the original nest. Carefully transfer the eggs, maintaining their original orientation, to the new nest. The eggs shall be replaced so that they touch one another. Gently cover with soil from which cobbles and pebbles have been removed so that all the air spaces around the eggs are filled. Relocated nests in the wild shall be monitored by a qualified biologist. The monitoring program shall be developed in consultation with the Service.

If a suitable site for a new nest is not available in the wild, the eggs shall be prepared for incubation in a suitable holding facility. Place a small amount of soil in a bucket and transfer the eggs to the bucket using the technique specified above, making sure the eggs are touching one another. Carefully fill the bucket to the

depth of the original nest, but leave the top of the soil layer 3 inches below the rim of the bucket so that future hatchlings cannot escape. Bury the bucket in soil in a safe location at an approved holding facility.

The biologist shall record in detail all the procedures used in moving eggs. Personnel caring for incubating eggs at a facility shall maintain a record of where the eggs were found, method of incubation, length of time and conditions under which the eggs were incubated, observations of eggs during the incubation period, information about hatchling health and behavior, and disposition of the hatchlings.

8. Should any deviation from the procedures outlined above be necessary, the approved biologist shall contact the Fish and Wildlife Service as soon as possible.
9. A final report, containing all the information noted above and including release information, must be supplied to the Service and the responsible Federal agency within one month of the final releases or disposition of tortoises.





APPENDIX D  
COMMITTED MITIGATION FOR THE PROPOSED ACTION  
WETLAND IMPACT LIST

State	Section	From	To	Mitigation Measure									
				1	2	3	4	5	6	7	8	9	10

**APPENDIX D**

**COMMITTED MITIGATION FOR  
THE PROPOSED ACTION**





# APPENDIX D-1

## COMMITTED MITIGATION FOR THE PROPOSED ACTION

### MIDPOINT TO DRY LAKE

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
10	0.0	0.1		♦	♦		♦	♦			♦		♦	
10	0.1	0.2	♦				♦	♦			♦		♦	
10	0.2	0.3	♦				♦				♦		♦	
10	0.3	0.4	♦				♦				♦		♦	
10	0.4	0.5	♦				♦				♦		♦	
10	0.5	0.6	♦				♦				♦		♦	
10	0.6	0.7	♦				♦				♦		♦	
10	0.7	0.8		♦	♦		♦				♦		♦	
10	0.8	0.9		♦	♦		♦				♦		♦	
10	0.9	1.0		♦	♦	♦	♦				♦		♦	
10	1.0	1.1		♦	♦	♦	♦				♦		♦	
10	1.1	1.2		♦	♦	♦	♦				♦		♦	
10	1.2	1.3	♦				♦				♦		♦	
10	1.3	1.4	♦				♦				♦		♦	
10	1.4	1.5		♦	♦	♦	♦				♦		♦	
10	1.5	1.6	♦				♦				♦	♦	♦	
10	1.6	1.7	♦				♦	♦			♦	♦	♦	
10	1.7	1.8	♦				♦	♦			♦	♦	♦	
10	1.8	1.9	♦			♦	♦	♦			♦		♦	
10	1.9	2.0	♦			♦	♦	♦			♦		♦	
10	2.0	2.1	♦				♦				♦		♦	
10	2.1	2.2	♦			♦	♦	♦			♦		♦	
10	2.2	2.3	♦				♦				♦		♦	
10	2.3	2.4				♦	♦	♦			♦		♦	
10	2.4	2.5				♦	♦	♦			♦		♦	
10	2.5	2.6				♦	♦	♦			♦		♦	
10	2.6	2.7		♦	♦	♦	♦	♦			♦		♦	
10	2.7	2.8				♦	♦	♦			♦		♦	
10	2.8	2.9				♦	♦	♦					♦	
10	2.9	3.0				♦	♦	♦					♦	
10	3.0	3.1				♦	♦	♦			♦		♦	
10	3.1	3.2				♦	♦	♦			♦		♦	
10	3.2	3.3				♦	♦	♦			♦		♦	
10	3.3	3.4		♦	♦	♦	♦	♦			♦		♦	
10	3.4	3.5		♦	♦	♦	♦	♦			♦		♦	
10	3.5	3.6		♦	♦	♦	♦	♦			♦		♦	
10	3.6	3.7		♦	♦	♦	♦	♦			♦		♦	
10	3.7	3.8		♦	♦	♦	♦	♦			♦		♦	
10	3.8	3.9		♦	♦	♦	♦	♦			♦		♦	
10	3.9	4.0		♦	♦	♦	♦	♦			♦		♦	
10	4.0	4.1		♦	♦	♦	♦	♦			♦		♦	
10	4.1	4.2		♦	♦	♦	♦	♦			♦		♦	
10	4.2	4.3	♦				♦				♦		♦	
10	4.3	4.4	♦				♦				♦		♦	
10	4.4	4.5	♦				♦				♦		♦	
10	4.5	4.6	♦				♦				♦		♦	
10	4.6	4.7	♦				♦				♦		♦	
10	4.7	4.8		♦	♦		♦				♦		♦	
10	4.8	4.9		♦	♦		♦				♦		♦	
10	4.9	5.0		♦	♦		♦				♦		♦	
10	5.0	5.1		♦	♦		♦				♦		♦	
10	5.1	5.2	♦				♦				♦		♦	
10	5.2	5.3	♦				♦				♦		♦	
10	5.3	5.4	♦				♦				♦		♦	
10	5.4	5.5	♦				♦				♦		♦	
10	5.5	5.6	♦	♦	♦		♦				♦		♦	
10	5.6	5.7		♦	♦		♦				♦		♦	
10	5.7	5.8		♦	♦		♦				♦		♦	
10	5.8	5.9		♦	♦		♦				♦		♦	
10	5.9	6.0	♦				♦				♦	♦	♦	
10	6.0	6.1		♦	♦		♦				♦	♦	♦	
10	6.1	6.2	♦				♦				♦	♦	♦	
10	6.2	6.3		♦	♦		♦				♦		♦	
10	6.3	6.4		♦	♦		♦				♦		♦	
10	6.4	6.5		♦	♦		♦				♦		♦	
10	6.5	6.6	♦				♦				♦		♦	
10	6.6	6.7	♦				♦				♦		♦	
10	6.7	6.8	♦	♦	♦		♦				♦	♦	♦	
10	6.8	6.9		♦	♦		♦				♦	♦	♦	
10	6.9	7.0				♦	♦				♦		♦	



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
10	7.0	7.1				♦	♦				♦			
10	7.1	7.2				♦	♦				♦			
10	7.2	7.3				♦	♦				♦			
10	7.3	7.4				♦	♦				♦			
10	7.4	7.5	♦				♦				♦		♦	
10	7.5	7.6	♦				♦				♦		♦	
10	7.6	7.7	♦				♦				♦		♦	
10	7.7	7.8	♦	♦	♦		♦				♦		♦	
10	7.8	7.9		♦	♦		♦				♦		♦	
10	7.9	8.0		♦	♦		♦				♦		♦	
10	8.0	8.1		♦	♦		♦				♦		♦	
10	8.1	8.2		♦	♦		♦				♦		♦	
10	8.2	8.3		♦	♦	♦	♦				♦		♦	
10	8.3	8.4		♦	♦	♦	♦				♦		♦	
10	8.4	8.5		♦	♦	♦	♦				♦		♦	
10	8.5	8.6		♦	♦	♦	♦				♦		♦	
10	8.6	8.7		♦	♦	♦	♦				♦		♦	
10	8.7	8.8		♦	♦	♦	♦				♦		♦	
10	8.8	8.9		♦	♦	♦	♦				♦		♦	
10	8.9	9.0		♦	♦	♦	♦				♦		♦	
10	9.0	9.1		♦	♦	♦	♦				♦		♦	
10	9.1	9.2		♦	♦	♦	♦				♦		♦	
10	9.2	9.3		♦	♦	♦	♦				♦		♦	
10	9.3	9.4		♦	♦	♦	♦				♦		♦	
10	9.4	9.5		♦	♦	♦	♦				♦		♦	
10	9.5	9.6		♦	♦	♦	♦				♦		♦	
10	9.6	9.7		♦	♦	♦	♦				♦		♦	
10	9.7	9.8		♦	♦	♦	♦				♦		♦	
10	9.8	9.9		♦	♦	♦	♦				♦		♦	
10	9.9	10.0		♦	♦	♦	♦				♦		♦	
10	10.0	10.1		♦	♦	♦	♦				♦		♦	
10	10.1	10.2		♦	♦	♦	♦				♦		♦	
10	10.2	10.3	♦				♦				♦		♦	
10	10.3	10.4	♦				♦				♦		♦	
10	10.4	10.5	♦				♦	♦			♦		♦	
10	10.5	10.6	♦				♦				♦		♦	
10	10.6	10.7	♦				♦				♦		♦	
10	10.7	10.8	♦				♦				♦		♦	
10	10.8	10.9	♦				♦				♦		♦	
10	10.9	11.0	♦				♦				♦		♦	
10	11.0	11.1	♦				♦				♦		♦	
10	11.1	11.2	♦				♦				♦		♦	
10	11.2	11.3	♦				♦				♦		♦	
10	11.3	11.4	♦	♦	♦		♦				♦		♦	
10	11.4	11.5		♦	♦		♦				♦		♦	
10	11.5	11.6		♦	♦		♦				♦		♦	
10	11.6	11.7	♦				♦				♦		♦	
10	11.7	11.8	♦				♦				♦		♦	
10	11.8	11.9	♦				♦	♦			♦		♦	
10	11.9	12.0		♦	♦		♦	♦			♦		♦	
10	12.0	12.1		♦	♦		♦				♦		♦	
10	12.1	12.2		♦	♦		♦				♦		♦	
10	12.2	12.3		♦	♦		♦				♦		♦	
10	12.3	12.4		♦	♦		♦				♦		♦	
10	12.4	12.5		♦	♦		♦				♦		♦	
10	12.5	12.6		♦	♦		♦				♦		♦	
10	12.6	12.7	♦				♦				♦		♦	
10	12.7	12.8	♦	♦	♦		♦				♦		♦	
10	12.8	12.9	♦				♦				♦		♦	
10	12.9	13.0	♦				♦				♦		♦	
10	13.0	13.1	♦				♦				♦		♦	
10	13.1	13.2	♦				♦				♦		♦	
10	13.2	13.3	♦				♦				♦		♦	
10	13.3	13.4	♦				♦	♦			♦		♦	
10	13.4	13.5	♦				♦	♦			♦		♦	
10	13.5	13.6				♦	♦	♦			♦			
10	13.6	13.7					♦	♦			♦			
Total Miles			5.9	6.8	6.8	3.9	13.7	2.0	0.0	0.0	13.4	0.8	11.8	0.0
20	0.0	0.1					♦	♦			♦			
20	0.1	0.2				♦	♦	♦			♦			
20	0.2	0.3				♦	♦	♦			♦			
20	0.3	0.4				♦	♦	♦			♦			
20	0.4	0.5				♦	♦	♦			♦			
20	0.5	0.6				♦	♦	♦			♦	♦		
20	0.6	0.7	♦			♦	♦	♦		♦	♦			
20	0.7	0.8				♦	♦	♦		♦	♦			
20	0.8	0.9					♦	♦		♦	♦			
20	0.9	1.0					♦	♦			♦			
20	1.0	1.1				♦	♦	♦			♦			
20	1.1	1.2				♦	♦	♦			♦			
20	1.2	1.3				♦	♦	♦			♦			

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
20	1.3	1.4				♦	♦				♦			
20	1.4	1.5				♦	♦				♦			
20	1.5	1.6				♦	♦				♦			
20	1.6	1.7				♦	♦				♦			
20	1.7	1.8				♦	♦				♦			
20	1.8	1.9				♦	♦				♦			
20	1.9	2.0				♦	♦				♦			
20	2.0	2.1				♦	♦				♦			
20	2.1	2.2				♦	♦				♦			
20	2.2	2.3	♦				♦				♦		♦	
20	2.3	2.4		♦	♦		♦				♦	♦		
20	2.4	2.5		♦	♦		♦				♦	♦	♦	
20	2.5	2.6		♦	♦		♦				♦	♦	♦	
20	2.6	2.7					♦				♦	♦	♦	
20	2.7	2.8		♦	♦	♦	♦				♦		♦	
20	2.8	2.9		♦	♦	♦	♦				♦		♦	
20	2.9	3.0		♦	♦	♦	♦				♦		♦	
20	3.0	3.1		♦	♦	♦	♦				♦		♦	
20	3.1	3.2		♦	♦	♦	♦				♦		♦	
20	3.2	3.3		♦	♦	♦	♦				♦		♦	
20	3.3	3.4		♦	♦	♦	♦				♦		♦	
20	3.4	3.5		♦	♦		♦				♦		♦	
20	3.5	3.6	♦				♦				♦		♦	
20	3.6	3.7	♦				♦				♦		♦	
20	3.7	3.8	♦				♦				♦		♦	
20	3.8	3.9		♦	♦		♦				♦		♦	
20	3.9	4.0		♦	♦		♦	♦			♦		♦	
20	4.0	4.1		♦	♦		♦				♦		♦	
20	4.1	4.2		♦	♦		♦				♦		♦	
20	4.2	4.3		♦	♦		♦				♦		♦	
20	4.3	4.4		♦	♦		♦				♦		♦	
20	4.4	4.5		♦	♦		♦	♦			♦		♦	
20	4.5	4.6		♦	♦	♦	♦				♦		♦	
20	4.6	4.7		♦	♦	♦	♦				♦		♦	
20	4.7	4.8	♦			♦	♦	♦			♦	♦	♦	
20	4.8	4.9	♦			♦	♦	♦			♦		♦	
20	4.9	5.0	♦			♦	♦	♦			♦		♦	
20	5.0	5.1				♦	♦	♦			♦	♦		
20	5.1	5.2				♦	♦	♦			♦			
20	5.2	5.3				♦	♦	♦			♦			
20	5.3	5.4				♦	♦	♦			♦			
20	5.4	5.5				♦	♦	♦			♦			
20	5.5	5.6				♦	♦	♦			♦			
Total Miles			0.8	2.1	2.1	3.1	5.6	1.7	0.0	0.5	5.6	1.1	2.7	0.0
41	0.0	0.1					♦	♦		♦	♦			
41	0.1	0.2					♦	♦		♦	♦			
41	0.2	0.3					♦	♦		♦	♦			
41	0.3	0.4				♦	♦			♦	♦			
41	0.4	0.5				♦	♦				♦			
41	0.5	0.6				♦	♦				♦			
41	0.6	0.7				♦	♦				♦			
41	0.7	0.8				♦	♦				♦			
41	0.8	0.9				♦	♦	♦			♦			
41	0.9	1.0				♦	♦	♦			♦			
41	1.0	1.1		♦	♦	♦	♦	♦			♦			
41	1.1	1.2	♦			♦	♦	♦			♦			
41	1.2	1.3				♦	♦	♦			♦			
41	1.3	1.4				♦	♦	♦			♦			
41	1.4	1.5				♦	♦	♦			♦			
41	1.5	1.6		♦	♦	♦	♦				♦			
41	1.6	1.7		♦	♦	♦	♦				♦			
41	1.7	1.8		♦	♦	♦	♦				♦			
41	1.8	1.9		♦	♦	♦	♦				♦			
41	1.9	2.0		♦	♦	♦	♦				♦			
41	2.0	2.1	♦			♦	♦			♦	♦			
41	2.1	2.2	♦			♦	♦			♦	♦			
41	2.2	2.3				♦	♦			♦	♦			
41	2.3	2.4				♦	♦	♦			♦			
41	2.4	2.5				♦	♦			♦	♦			
41	2.5	2.6				♦	♦				♦			
41	2.6	2.7				♦	♦				♦			
41	2.7	2.8	♦	♦	♦	♦	♦				♦			
41	2.8	2.9		♦	♦	♦	♦	♦			♦			
41	2.9	3.0		♦	♦	♦	♦	♦			♦			
41	3.0	3.1			♦	♦	♦	♦			♦	♦		
41	3.1	3.2				♦	♦	♦			♦			
41	3.2	3.3				♦	♦	♦			♦			
41	3.3	3.4				♦	♦	♦			♦			
41	3.4	3.5				♦	♦			♦	♦			
41	3.5	3.6	♦			♦	♦	♦		♦	♦			



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
41	3.6	3.7		♦	♦	♦	♦			♦	♦	♦		
41	3.7	3.8				♦	♦				♦			
41	3.8	3.9	♦				♦				♦	♦		
41	3.9	4.0				♦	♦				♦			
41	4.0	4.1	♦			♦	♦	♦			♦			
41	4.1	4.2		♦	♦	♦	♦				♦			
41	4.2	4.3	♦			♦	♦	♦			♦			
41	4.3	4.4				♦	♦				♦			
41	4.4	4.5				♦	♦				♦			
41	4.5	4.6				♦	♦				♦			
41	4.6	4.7				♦	♦				♦			
41	4.7	4.8	♦			♦	♦	♦			♦			
41	4.8	4.9	♦				♦	♦			♦			
41	4.9	5.0	♦				♦	♦			♦			
41	5.0	5.1	♦				♦	♦			♦			
41	5.1	5.2	♦			♦	♦	♦		♦	♦			
41	5.2	5.3				♦	♦	♦		♦	♦			
41	5.3	5.4	♦			♦	♦	♦		♦	♦			
41	5.4	5.5	♦				♦	♦		♦	♦			
41	5.5	5.6				♦	♦			♦	♦			
41	5.6	5.7					♦	♦			♦			
41	5.7	5.8					♦	♦			♦			
41	5.8	5.9				♦	♦	♦			♦			
41	5.9	6.0				♦	♦	♦			♦			
41	6.0	6.1	♦				♦	♦			♦			
41	6.1	6.2					♦	♦			♦			
41	6.2	6.3					♦	♦			♦			
41	6.3	6.4	♦				♦	♦			♦			
41	6.4	6.5				♦	♦				♦			
41	6.5	6.6					♦							
41	6.6	6.7					♦	♦						
41	6.7	6.8					♦	♦						
41	6.8	6.9					♦	♦						
41	6.9	7.0				♦	♦							
41	7.0	7.1				♦	♦							
41	7.1	7.2				♦	♦							
41	7.2	7.3				♦	♦							
41	7.3	7.4	♦				♦				♦			
41	7.4	7.5	♦				♦				♦			
41	7.5	7.6	♦				♦				♦			
41	7.6	7.7	♦				♦	♦			♦			
41	7.7	7.8	♦				♦				♦			
41	7.8	7.9	♦				♦				♦			
41	7.9	8.0	♦				♦				♦			
41	8.0	8.1	♦				♦	♦			♦			
41	8.1	8.2	♦				♦				♦			
41	8.2	8.3				♦	♦							
41	8.3	8.4	♦				♦				♦			
41	8.4	8.5		♦	♦		♦	♦			♦			
41	8.5	8.6		♦	♦		♦				♦			
41	8.6	8.7		♦	♦	♦	♦				♦			
41	8.7	8.8		♦	♦	♦	♦				♦			
41	8.8	8.9				♦	♦				♦			
41	8.9	9.0				♦	♦				♦			
41	9.0	9.1				♦	♦				♦			
41	9.1	9.2				♦	♦	♦			♦			
41	9.2	9.3				♦	♦				♦			
41	9.3	9.4				♦	♦				♦			
41	9.4	9.5				♦	♦				♦			
41	9.5	9.6					♦	♦			♦			
41	9.6	9.7					♦	♦			♦			
41	9.7	9.8					♦	♦			♦			
41	9.8	9.9					♦	♦			♦			
41	9.9	10.0				♦	♦				♦			
41	10.0	10.1				♦	♦				♦			
41	10.1	10.2				♦	♦				♦			
41	10.2	10.3				♦	♦	♦			♦			
41	10.3	10.4				♦	♦				♦			
41	10.4	10.5				♦	♦				♦			
41	10.5	10.6				♦	♦				♦			
41	10.6	10.7				♦	♦				♦			
41	10.7	10.8				♦	♦				♦			
41	10.8	10.9				♦	♦				♦			
41	10.9	11.0				♦	♦				♦			
41	11.0	11.1				♦	♦				♦			
41	11.1	11.2				♦	♦				♦			
41	11.2	11.3				♦	♦				♦			
41	11.3	11.4				♦	♦				♦			
41	11.4	11.5				♦	♦				♦			
41	11.5	11.6				♦	♦				♦			
41	11.6	11.7					♦	♦			♦			
41	11.7	11.8					♦	♦			♦			

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
41	11.8	11.9				♦	♦				♦			
41	11.9	12.0				♦	♦				♦			
41	12.0	12.1				♦	♦				♦			
41	12.1	12.2				♦	♦				♦			
41	12.2	12.3				♦	♦				♦			
41	12.3	12.4				♦	♦				♦			
41	12.4	12.5				♦	♦				♦			
41	12.5	12.6				♦	♦	♦			♦			
41	12.6	12.7				♦	♦				♦			
41	12.7	12.8				♦	♦				♦			
41	12.8	12.9				♦	♦				♦			
41	12.9	13.0				♦	♦				♦			
41	13.0	13.1				♦	♦				♦			
41	13.1	13.2				♦	♦				♦			
41	13.2	13.3				♦	♦				♦			
41	13.3	13.4				♦	♦				♦			
41	13.4	13.5				♦	♦	♦			♦			
41	13.5	13.6				♦	♦				♦			
41	13.6	13.7				♦	♦				♦			
41	13.7	13.8				♦	♦				♦			
41	13.8	13.9		♦	♦	♦	♦				♦	♦		
41	13.9	14.0		♦	♦	♦	♦				♦	♦		
41	14.0	14.1		♦	♦	♦	♦				♦			
41	14.1	14.2	♦			♦	♦				♦			
41	14.2	14.3	♦			♦	♦	♦			♦			
41	14.3	14.4	♦			♦	♦	♦			♦			
41	14.4	14.5				♦	♦	♦			♦			
41	14.5	14.6				♦	♦				♦			
41	14.6	14.7				♦	♦				♦			
41	14.7	14.8				♦	♦				♦			
41	14.8	14.9				♦	♦	♦			♦			
41	14.9	15.0				♦	♦	♦			♦	♦		
41	15.0	15.1				♦	♦				♦	♦		
41	15.1	15.2				♦	♦				♦	♦		
41	15.2	15.3				♦	♦				♦	♦		
41	15.3	15.4				♦	♦				♦			
41	15.4	15.5				♦	♦				♦			
41	15.5	15.6				♦	♦				♦			
41	15.6	15.7				♦	♦				♦			
41	15.7	15.8				♦	♦				♦			
41	15.8	15.9				♦	♦				♦	♦		
41	15.9	16.0	♦			♦	♦	♦			♦	♦		
41	16.0	16.1		♦	♦	♦	♦				♦	♦		
41	16.1	16.2		♦	♦	♦	♦	♦			♦	♦		
41	16.2	16.3		♦	♦	♦	♦	♦			♦	♦		
41	16.3	16.4	♦			♦	♦				♦			
41	16.4	16.5	♦			♦	♦				♦			
41	16.5	16.6	♦			♦	♦				♦			
41	16.6	16.7		♦	♦	♦	♦				♦			
41	16.7	16.8		♦	♦	♦	♦				♦			
41	16.8	16.9		♦	♦	♦	♦				♦			
41	16.9	17.0		♦	♦	♦	♦				♦			
41	17.0	17.1		♦	♦	♦	♦				♦			
41	17.1	17.2		♦	♦	♦	♦				♦			
41	17.2	17.3		♦	♦	♦	♦				♦			
41	17.3	17.4	♦			♦	♦				♦			
41	17.4	17.5	♦			♦	♦	♦			♦			
41	17.5	17.6	♦			♦	♦				♦			
41	17.6	17.7		♦	♦	♦	♦				♦			
41	17.7	17.8		♦	♦	♦	♦				♦			
41	17.8	17.9		♦	♦	♦	♦				♦			
41	17.9	18.0		♦	♦	♦	♦				♦			
41	18.0	18.1		♦	♦	♦	♦	♦			♦			
41	18.1	18.2		♦	♦	♦	♦				♦			
41	18.2	18.3		♦	♦	♦	♦				♦			
41	18.3	18.4		♦	♦	♦	♦				♦			
41	18.4	18.5		♦	♦	♦	♦				♦			
41	18.5	18.6		♦	♦	♦	♦	♦			♦			
41	18.6	18.7		♦	♦	♦	♦				♦			
41	18.7	18.8		♦	♦	♦	♦				♦			
41	18.8	18.9		♦	♦	♦	♦				♦			
41	18.9	19.0		♦	♦	♦	♦				♦			
41	19.0	19.1	♦			♦	♦	♦			♦			
41	19.1	19.2	♦			♦	♦				♦			
41	19.2	19.3	♦			♦	♦				♦			
41	19.3	19.4		♦	♦	♦	♦				♦			
41	19.4	19.5		♦	♦	♦	♦				♦			
41	19.5	19.6		♦	♦	♦	♦	♦			♦			
41	19.6	19.7	♦			♦	♦				♦			
41	19.7	19.8	♦			♦	♦				♦			
41	19.8	19.9	♦			♦	♦	♦			♦			
41	19.9	20.0		♦	♦	♦	♦				♦			



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
41	20.0	20.1		♦	♦	♦		♦			♦			
41	20.1	20.2		♦	♦	♦		♦			♦			
41	20.2	20.3		♦	♦	♦		♦			♦			
41	20.3	20.4		♦	♦	♦					♦			
41	20.4	20.5		♦	♦	♦					♦			
41	20.5	20.6		♦	♦	♦					♦			
41	20.6	20.7	♦					♦			♦			
41	20.7	20.8	♦					♦			♦			
41	20.8	20.9		♦	♦	♦					♦			
41	20.9	21.0		♦	♦	♦					♦			
41	21.0	21.1		♦	♦	♦					♦			
41	21.1	21.2		♦	♦	♦		♦			♦			
41	21.2	21.3		♦	♦	♦					♦			
41	21.3	21.4		♦	♦	♦					♦			
41	21.4	21.5		♦	♦	♦		♦			♦			
41	21.5	21.6		♦	♦	♦		♦			♦			
41	21.6	21.7		♦	♦	♦		♦			♦			
41	21.7	21.8		♦	♦	♦		♦			♦			
41	21.8	21.9		♦	♦	♦					♦			
41	21.9	22.0		♦	♦	♦					♦			
41	22.0	22.1		♦	♦	♦					♦			
41	22.1	22.2		♦	♦	♦					♦			
41	22.2	22.3		♦	♦	♦					♦			
41	22.3	22.4		♦	♦			♦			♦			
41	22.4	22.5												
41	22.5	22.6												
41	22.6	22.7												
41	22.7	22.8		♦	♦						♦			
41	22.8	22.9		♦	♦	♦					♦			
41	22.9	23.0												
41	23.0	23.1												
41	23.1	23.2												
41	23.2	23.3												
41	23.3	23.4		♦	♦	♦					♦			
41	23.4	23.5		♦	♦	♦		♦			♦			
41	23.5	23.6		♦	♦	♦		♦			♦			
41	23.6	23.7		♦										
41	23.7	23.8		♦	♦						♦			
41	23.8	23.9		♦	♦						♦			
41	23.9	24.0		♦	♦						♦			
41	24.0	24.1		♦	♦						♦			
41	24.1	24.2		♦	♦	♦					♦			
41	24.2	24.3		♦	♦	♦					♦			
41	24.3	24.4		♦	♦	♦					♦			
41	24.4	24.5	♦								♦		♦	
41	24.5	24.6		♦	♦	♦					♦		♦	
41	24.6	24.7		♦	♦	♦					♦		♦	
41	24.7	24.8		♦	♦	♦					♦			
41	24.8	24.9		♦	♦	♦					♦			
41	24.9	25.0	♦								♦		♦	
41	25.0	25.1	♦								♦		♦	
41	25.1	25.2	♦								♦		♦	
41	25.2	25.3	♦								♦		♦	
41	25.3	25.4	♦								♦		♦	
41	25.4	25.5		♦	♦						♦		♦	
41	25.5	25.6		♦	♦	♦					♦		♦	
41	25.6	25.7		♦	♦	♦					♦		♦	
41	25.7	25.8		♦	♦	♦					♦		♦	
41	25.8	25.9		♦	♦	♦					♦		♦	
41	25.9	26.0		♦	♦	♦	♦				♦		♦	
41	26.0	26.1		♦	♦	♦	♦				♦		♦	
41	26.1	26.2	♦								♦		♦	
41	26.2	26.3	♦								♦		♦	
41	26.3	26.4		♦	♦	♦					♦		♦	
41	26.4	26.5		♦	♦	♦					♦		♦	
41	26.5	26.6		♦	♦	♦					♦		♦	
41	26.6	26.7		♦	♦	♦					♦		♦	
41	26.7	26.8	♦								♦		♦	
41	26.8	26.9	♦								♦		♦	
41	26.9	27.0	♦					♦					♦	
41	27.0	27.1	♦					♦					♦	
41	27.1	27.2		♦	♦	♦					♦			
41	27.2	27.3		♦	♦	♦					♦		♦	
41	27.3	27.4		♦	♦	♦					♦		♦	
41	27.4	27.5		♦	♦	♦		♦			♦		♦	
Total Miles			5.7	10.1	10.0	17.8	16.0	7.9	0.0	1.7	25.6	1.5	2.5	0.0
40	0.0	0.1		♦	♦	♦		♦			♦		♦	
40	0.1	0.2		♦	♦	♦					♦		♦	
40	0.2	0.3		♦	♦	♦					♦		♦	
40	0.3	0.4		♦	♦	♦					♦		♦	
40	0.4	0.5		♦	♦	♦					♦		♦	

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
40	0.5	0.6		♦	♦	♦					♦		♦	
40	0.6	0.7		♦	♦	♦		♦			♦		♦	
40	0.7	0.8		♦	♦	♦		♦			♦		♦	
40	0.8	0.9		♦	♦	♦					♦		♦	
40	0.9	1.0		♦	♦	♦		♦			♦		♦	
40	1.0	1.1			♦			♦			♦		♦	
40	1.1	1.2	♦					♦			♦		♦	
40	1.2	1.3	♦					♦			♦		♦	
40	1.3	1.4	♦								♦			
40	1.4	1.5	♦					♦			♦			
40	1.5	1.6	♦								♦		♦	
40	1.6	1.7		♦	♦	♦		♦			♦			
40	1.7	1.8		♦	♦	♦					♦			
40	1.8	1.9		♦	♦	♦					♦			
40	1.9	2.0		♦	♦	♦					♦			
40	2.0	2.1		♦	♦	♦					♦			
40	2.1	2.2		♦	♦	♦		♦			♦			
40	2.2	2.3		♦	♦	♦		♦			♦			
40	2.3	2.4		♦	♦	♦					♦			
40	2.4	2.5		♦	♦	♦					♦	♦		
40	2.5	2.6		♦	♦	♦					♦			
40	2.6	2.7		♦	♦	♦					♦			
40	2.7	2.8		♦	♦	♦					♦			
40	2.8	2.9		♦	♦	♦					♦			
40	2.9	3.0		♦	♦	♦					♦			
40	3.0	3.1	♦								♦			
40	3.1	3.2	♦								♦			
40	3.2	3.3	♦								♦			
40	3.3	3.4	♦								♦			
40	3.4	3.5						♦						
40	3.5	3.6		♦				♦						
40	3.6	3.7		♦	♦			♦			♦			
40	3.7	3.8		♦	♦						♦			
40	3.8	3.9		♦	♦		♦	♦			♦			
40	3.9	4.0		♦	♦						♦			
40	4.0	4.1		♦	♦			♦			♦			
40	4.1	4.2		♦	♦						♦			
40	4.2	4.3		♦	♦			♦			♦			
40	4.3	4.4		♦	♦		♦				♦		♦	
40	4.4	4.5		♦	♦						♦		♦	
40	4.5	4.6		♦	♦						♦		♦	
40	4.6	4.7		♦	♦		♦				♦		♦	
40	4.7	4.8		♦	♦		♦				♦		♦	
40	4.8	4.9		♦	♦		♦				♦		♦	
40	4.9	5.0		♦	♦		♦				♦		♦	
40	5.0	5.1		♦	♦		♦				♦		♦	
40	5.1	5.2		♦	♦		♦				♦		♦	
40	5.2	5.3		♦	♦		♦	♦			♦		♦	
40	5.3	5.4		♦	♦		♦				♦		♦	
40	5.4	5.5		♦	♦		♦				♦		♦	
40	5.5	5.6	♦				♦						♦	
40	5.6	5.7	♦				♦						♦	
40	5.7	5.8	♦				♦						♦	
40	5.8	5.9	♦				♦						♦	
40	5.9	6.0	♦				♦				♦		♦	
40	6.0	6.1	♦				♦						♦	
40	6.1	6.2		♦	♦		♦				♦		♦	
40	6.2	6.3		♦	♦		♦				♦			
40	6.3	6.4		♦	♦			♦			♦			
40	6.4	6.5		♦	♦	♦		♦			♦			
40	6.5	6.6		♦	♦	♦		♦			♦			
40	6.6	6.7		♦	♦	♦		♦			♦			
40	6.7	6.8		♦	♦	♦		♦			♦			
40	6.8	6.9		♦	♦	♦		♦			♦			
40	6.9	7.0		♦	♦	♦					♦			
40	7.0	7.1		♦	♦			♦			♦			
40	7.1	7.2		♦	♦			♦			♦			
40	7.2	7.3		♦	♦		♦				♦			
40	7.3	7.4		♦	♦			♦			♦			
40	7.4	7.5		♦	♦	♦		♦			♦			
40	7.5	7.6		♦	♦	♦		♦			♦			
40	7.6	7.7		♦	♦	♦		♦			♦			
40	7.7	7.8	♦					♦			♦			
40	7.8	7.9	♦					♦			♦			
40	7.9	8.0	♦					♦			♦			
40	8.0	8.1	♦					♦			♦			
40	8.1	8.2		♦	♦			♦			♦			
Total Miles			1.9	6.2	6.1	4.5	3.4	3.0	0.0	0.0	7.5	0.1	3.3	0.0
50	0.0	0.1		♦	♦			♦			♦			
50	0.1	0.2	♦					♦			♦			
50	0.2	0.3		♦	♦						♦			



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
50	0.3	0.4		♦	♦						♦			
50	0.4	0.5		♦	♦			♦			♦			
50	0.5	0.6	♦					♦			♦			
50	0.6	0.7	♦					♦			♦			
50	0.7	0.8	♦					♦			♦			
50	0.8	0.9	♦					♦			♦			
50	0.9	1.0	♦								♦			
50	1.0	1.1	♦								♦			
50	1.1	1.2	♦								♦			
50	1.2	1.3	♦								♦			
50	1.3	1.4		♦	♦			♦			♦			
50	1.4	1.5		♦	♦			♦			♦			
50	1.5	1.6						♦						
50	1.6	1.7						♦						
50	1.7	1.8		♦	♦			♦			♦			
50	1.8	1.9		♦	♦			♦			♦			
50	1.9	2.0						♦						
50	2.0	2.1						♦						
50	2.1	2.2						♦						
50	2.2	2.3		♦	♦			♦			♦			
50	2.3	2.4		♦	♦						♦			
50	2.4	2.5						♦						
50	2.5	2.6						♦						
50	2.6	2.7												
50	2.7	2.8		♦	♦	♦		♦			♦			
50	2.8	2.9		♦	♦	♦		♦			♦			
50	2.9	3.0		♦	♦	♦		♦			♦			
50	3.0	3.1						♦						
50	3.1	3.2						♦						
50	3.2	3.3		♦	♦	♦					♦			
50	3.3	3.4		♦	♦	♦					♦			
50	3.4	3.5		♦	♦	♦		♦			♦			
50	3.5	3.6		♦	♦	♦		♦			♦			
50	3.6	3.7		♦	♦	♦		♦			♦			
50	3.7	3.8		♦	♦	♦		♦			♦			
50	3.8	3.9		♦	♦	♦		♦			♦			
50	3.9	4.0		♦	♦	♦		♦			♦			
50	4.0	4.1		♦	♦	♦		♦			♦			
50	4.1	4.2		♦	♦	♦		♦			♦			
50	4.2	4.3		♦	♦	♦					♦			
50	4.3	4.4		♦	♦			♦			♦			
50	4.4	4.5		♦	♦	♦		♦			♦			
50	4.5	4.6		♦	♦	♦		♦			♦			
50	4.6	4.7		♦	♦						♦			
50	4.7	4.8		♦	♦			♦			♦			
50	4.8	4.9		♦	♦						♦			
50	4.9	5.0		♦	♦						♦			
50	5.0	5.1		♦	♦						♦			
50	5.1	5.2		♦	♦						♦			
50	5.2	5.3		♦	♦						♦			
50	5.3	5.4		♦	♦			♦			♦			
50	5.4	5.5		♦	♦			♦			♦			
50	5.5	5.6		♦	♦			♦			♦			
50	5.6	5.7		♦	♦	♦				♦	♦	♦		
50	5.7	5.8		♦	♦	♦				♦	♦	♦	♦	
50	5.8	5.9	♦					♦			♦	♦	♦	
50	5.9	6.0	♦							♦	♦	♦	♦	
50	6.0	6.1		♦	♦	♦				♦	♦	♦	♦	
50	6.1	6.2		♦	♦	♦		♦			♦	♦	♦	
50	6.2	6.3		♦	♦	♦					♦	♦	♦	
50	6.3	6.4		♦	♦	♦		♦			♦	♦	♦	
50	6.4	6.5		♦	♦	♦		♦			♦	♦	♦	
50	6.5	6.6		♦	♦	♦					♦	♦	♦	
50	6.6	6.7		♦	♦	♦					♦	♦	♦	
50	6.7	6.8		♦	♦	♦					♦	♦	♦	
50	6.8	6.9		♦	♦	♦		♦			♦	♦	♦	
50	6.9	7.0		♦	♦	♦					♦	♦	♦	
50	7.0	7.1		♦	♦	♦		♦			♦	♦	♦	
50	7.1	7.2		♦	♦	♦					♦	♦	♦	
50	7.2	7.3		♦	♦	♦					♦	♦	♦	
50	7.3	7.4		♦	♦	♦					♦	♦	♦	
50	7.4	7.5		♦	♦	♦		♦			♦	♦	♦	
50	7.5	7.6												
50	7.6	7.7												
50	7.7	7.8												
50	7.8	7.9		♦	♦			♦			♦			
50	7.9	8.0		♦	♦	♦					♦			
50	8.0	8.1		♦	♦	♦					♦			
50	8.1	8.2		♦	♦	♦					♦			
50	8.2	8.3		♦	♦	♦		♦			♦			
50	8.3	8.4		♦	♦	♦					♦			
50	8.4	8.5		♦	♦	♦					♦			

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
50	8.5	8.6		♦	♦	♦		♦			♦			♦
50	8.6	8.7		♦	♦	♦					♦			♦
50	8.7	8.8		♦	♦	♦					♦			♦
50	8.8	8.9		♦	♦	♦					♦			
50	8.9	9.0		♦	♦	♦		♦			♦			
50	9.0	9.1		♦	♦	♦					♦			
50	9.1	9.2		♦	♦	♦		♦			♦			
50	9.2	9.3		♦	♦	♦					♦			
50	9.3	9.4		♦	♦	♦		♦			♦			
50	9.4	9.5												
50	9.5	9.6												
50	9.6	9.7						♦						
50	9.7	9.8												
50	9.8	9.9						♦						
50	9.9	10.0						♦						
50	10.0	10.1												
50	10.1	10.2												
50	10.2	10.3		♦	♦	♦					♦			
50	10.3	10.4		♦	♦	♦		♦			♦			
50	10.4	10.5		♦	♦	♦		♦						
50	10.5	10.6		♦	♦	♦					♦			
50	10.6	10.7		♦	♦	♦					♦			
50	10.7	10.8		♦	♦	♦					♦			
50	10.8	10.9		♦	♦	♦					♦			
50	10.9	11.0		♦	♦	♦					♦			
50	11.0	11.1		♦	♦	♦					♦			
50	11.1	11.2		♦	♦	♦					♦			
50	11.2	11.3		♦	♦	♦		♦			♦			
50	11.3	11.4		♦	♦	♦					♦			
50	11.4	11.5		♦	♦	♦					♦			
50	11.5	11.6		♦	♦	♦					♦			
50	11.6	11.7		♦	♦	♦		♦			♦			
50	11.7	11.8		♦	♦	♦					♦			
50	11.8	11.9		♦	♦	♦					♦			
50	11.9	12.0		♦	♦	♦					♦			
50	12.0	12.1		♦	♦	♦					♦			
50	12.1	12.2		♦	♦	♦					♦			
50	12.2	12.3		♦	♦	♦					♦			
50	12.3	12.4		♦	♦	♦					♦			
50	12.4	12.5		♦	♦	♦		♦			♦			
50	12.5	12.6		♦	♦	♦					♦			
50	12.6	12.7		♦	♦	♦				♦	♦			
50	12.7	12.8		♦	♦	♦		♦		♦	♦			
50	12.8	12.9		♦	♦	♦		♦		♦	♦			
50	12.9	13.0	♦	♦	♦	♦				♦	♦	♦		
50	13.0	13.1	♦							♦	♦	♦		
50	13.1	13.2	♦							♦	♦	♦		
50	13.2	13.3	♦							♦	♦	♦		
50	13.3	13.4	♦							♦	♦	♦		
50	13.4	13.5	♦							♦	♦	♦		
50	13.5	13.6	♦							♦	♦	♦		
50	13.6	13.7	♦							♦	♦	♦		
50	13.7	13.8	♦							♦	♦	♦		
50	13.8	13.9	♦					♦		♦	♦	♦		
50	13.9	14.0	♦							♦	♦	♦		
50	14.0	14.1	♦							♦	♦	♦		
Total Miles			2.3	9.8	9.8	7.6	0.0	6.2	0.0	2.0	12.0	1.7	0.0	0.3
70	0.0	0.1	♦							♦	♦	♦		
70	0.1	0.2		♦	♦	♦				♦	♦	♦		
70	0.2	0.3	♦					♦		♦	♦	♦		
70	0.3	0.4	♦	♦	♦	♦		♦		♦	♦	♦		
70	0.4	0.5	♦					♦		♦	♦	♦	♦	
70	0.5	0.6	♦					♦		♦	♦	♦	♦	
70	0.6	0.7	♦					♦		♦	♦	♦	♦	
70	0.7	0.8	♦					♦		♦	♦	♦	♦	
70	0.8	0.9	♦					♦		♦	♦	♦	♦	
70	0.9	1.0		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.0	1.1		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.1	1.2		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.2	1.3		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.3	1.4		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.4	1.5		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.5	1.6		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.6	1.7		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.7	1.8		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.8	1.9		♦	♦	♦		♦		♦	♦	♦	♦	
70	1.9	2.0		♦	♦	♦		♦		♦	♦	♦	♦	
70	2.0	2.1		♦	♦	♦		♦		♦	♦	♦	♦	
70	2.1	2.2		♦	♦	♦		♦		♦	♦	♦	♦	
70	2.2	2.3		♦	♦	♦		♦		♦	♦	♦	♦	
70	2.3	2.4		♦	♦	♦		♦		♦	♦	♦	♦	



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
70	2.4	2.5		♦	♦	♦		♦			♦		♦	
70	2.5	2.6		♦	♦	♦		♦			♦		♦	
70	2.6	2.7		♦	♦	♦		♦			♦		♦	
70	2.7	2.8		♦	♦	♦		♦			♦		♦	
70	2.8	2.9		♦	♦	♦		♦			♦		♦	
70	2.9	3.0		♦	♦	♦		♦			♦		♦	
70	3.0	3.1		♦	♦	♦		♦			♦		♦	
70	3.1	3.2		♦	♦	♦		♦			♦		♦	
70	3.2	3.3		♦	♦	♦		♦			♦		♦	
70	3.3	3.4		♦	♦	♦		♦			♦		♦	
70	3.4	3.5		♦	♦	♦		♦			♦		♦	
70	3.5	3.6		♦	♦	♦		♦			♦		♦	
70	3.6	3.7		♦	♦	♦		♦			♦		♦	
70	3.7	3.8		♦	♦	♦		♦			♦		♦	
70	3.8	3.9		♦	♦	♦		♦			♦		♦	
70	3.9	4.0		♦	♦	♦		♦		♦	♦		♦	
70	4.0	4.1	♦					♦		♦	♦		♦	
70	4.1	4.2	♦					♦		♦	♦		♦	
70	4.2	4.3	♦					♦		♦	♦		♦	
70	4.3	4.4		♦	♦			♦		♦	♦		♦	
70	4.4	4.5		♦	♦			♦		♦	♦		♦	
70	4.5	4.6	♦					♦		♦	♦		♦	
70	4.6	4.7		♦	♦			♦		♦	♦		♦	
70	4.7	4.8		♦	♦	♦		♦		♦	♦		♦	
70	4.8	4.9		♦	♦	♦		♦		♦	♦		♦	
70	4.9	5.0		♦	♦	♦		♦		♦	♦		♦	
70	5.0	5.1		♦	♦	♦		♦		♦	♦		♦	
70	5.1	5.2		♦	♦	♦		♦		♦	♦		♦	
70	5.2	5.3		♦	♦	♦		♦		♦	♦		♦	
70	5.3	5.4		♦	♦	♦		♦		♦	♦		♦	
70	5.4	5.5		♦	♦	♦		♦		♦	♦		♦	
70	5.5	5.6		♦	♦	♦		♦		♦	♦		♦	
70	5.6	5.7		♦	♦	♦		♦		♦	♦		♦	
70	5.7	5.8		♦	♦	♦		♦		♦	♦		♦	
70	5.8	5.9		♦	♦	♦		♦		♦	♦		♦	
Total Miles			1.2	4.8	4.8	3.7	0.0	5.4	0.0	1.7	5.9	3.2	5.0	0.0
711	0.0	0.1		♦	♦	♦		♦			♦			
711	0.1	0.2		♦	♦	♦		♦			♦	♦		
711	0.2	0.3		♦	♦	♦		♦			♦			
711	0.3	0.4		♦	♦	♦		♦			♦		♦	♦
711	0.4	0.5		♦	♦	♦		♦			♦		♦	♦
711	0.5	0.6		♦	♦	♦		♦			♦		♦	♦
711	0.6	0.7		♦	♦	♦		♦			♦		♦	♦
711	0.7	0.8		♦	♦	♦		♦			♦		♦	♦
711	0.8	0.9		♦	♦	♦		♦		♦	♦		♦	
711	0.9	1.0		♦	♦	♦		♦		♦	♦		♦	
711	1.0	1.1		♦	♦	♦		♦			♦		♦	♦
711	1.1	1.2		♦	♦	♦		♦			♦		♦	♦
711	1.2	1.3		♦	♦	♦		♦			♦		♦	♦
711	1.3	1.4		♦	♦	♦		♦			♦		♦	♦
711	1.4	1.5		♦	♦	♦		♦			♦		♦	♦
711	1.5	1.6		♦	♦	♦		♦			♦		♦	♦
711	1.6	1.7		♦	♦	♦		♦			♦		♦	♦
Total Miles			0.0	1.7	1.7	1.7	0.0	1.7	0.0	0.2	1.7	1.0	1.4	1.0
714	0.0	0.1		♦	♦	♦		♦			♦	♦	♦	
714	0.1	0.2		♦	♦	♦		♦			♦	♦	♦	
714	0.2	0.3		♦	♦	♦		♦			♦	♦	♦	
714	0.3	0.4		♦	♦	♦		♦			♦	♦	♦	
714	0.4	0.5		♦	♦	♦		♦			♦	♦	♦	
714	0.5	0.6		♦	♦	♦		♦			♦	♦	♦	
714	0.6	0.7		♦	♦	♦		♦			♦	♦	♦	
714	0.7	0.8		♦	♦	♦		♦			♦	♦	♦	
714	0.8	0.9		♦	♦	♦		♦			♦	♦	♦	
714	0.9	1.0		♦	♦	♦		♦			♦	♦	♦	
714	1.0	1.1		♦	♦	♦		♦			♦	♦	♦	
714	1.1	1.2		♦	♦	♦		♦			♦	♦	♦	
714	1.2	1.3		♦	♦	♦		♦			♦	♦	♦	
714	1.3	1.4		♦	♦	♦		♦			♦	♦	♦	
714	1.4	1.5		♦	♦	♦		♦			♦	♦	♦	
714	1.5	1.6		♦	♦	♦		♦			♦	♦	♦	
714	1.6	1.7		♦	♦	♦		♦			♦	♦	♦	
714	1.7	1.8		♦	♦	♦		♦			♦	♦	♦	
714	1.8	1.9		♦	♦	♦		♦			♦	♦	♦	
714	1.9	2.0		♦	♦	♦		♦			♦	♦	♦	
714	2.0	2.1		♦	♦	♦		♦			♦	♦	♦	
714	2.1	2.2		♦	♦	♦		♦			♦	♦	♦	
714	2.2	2.3		♦	♦	♦		♦			♦	♦	♦	
714	2.3	2.4		♦	♦	♦		♦			♦	♦	♦	
714	2.4	2.5		♦	♦	♦		♦			♦	♦	♦	
714	2.5	2.6		♦	♦	♦		♦			♦	♦	♦	

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
714	2.6	2.7		♦	♦			♦			♦		♦	
714	2.7	2.8		♦	♦			♦			♦		♦	
	Total Miles		0.0	2.8	2.8	1.6	0.0	2.8	0.0	0.0	2.8	0.3	2.8	0.0
101	0.0	0.1		♦	♦			♦			♦		♦	
101	0.1	0.2		♦	♦						♦		♦	
101	0.2	0.3		♦	♦						♦		♦	
101	0.3	0.4		♦	♦						♦		♦	
101	0.4	0.5	♦	♦	♦						♦		♦	
101	0.5	0.6	♦	♦	♦						♦		♦	
101	0.6	0.7		♦	♦	♦					♦		♦	♦
101	0.7	0.8		♦	♦	♦					♦		♦	
101	0.8	0.9		♦	♦						♦		♦	
101	0.9	1.0		♦	♦						♦		♦	
101	1.0	1.1		♦	♦						♦		♦	
101	1.1	1.2		♦	♦	♦					♦		♦	
101	1.2	1.3		♦	♦	♦					♦		♦	
101	1.3	1.4		♦	♦	♦					♦		♦	
101	1.4	1.5		♦	♦	♦					♦	♦	♦	
101	1.5	1.6	♦	♦	♦						♦	♦	♦	
101	1.6	1.7	♦	♦	♦						♦	♦	♦	
101	1.7	1.8	♦	♦	♦			♦			♦	♦	♦	
101	1.8	1.9	♦	♦	♦						♦	♦	♦	
101	1.9	2.0	♦	♦	♦						♦	♦	♦	
101	2.0	2.1	♦	♦	♦						♦	♦	♦	
101	2.1	2.2	♦	♦	♦						♦	♦	♦	
101	2.2	2.3		♦	♦						♦		♦	
101	2.3	2.4		♦	♦	♦					♦		♦	
101	2.4	2.5	♦	♦	♦						♦		♦	
101	2.5	2.6	♦								♦			
101	2.6	2.7	♦								♦			
101	2.7	2.8	♦	♦	♦	♦					♦		♦	
101	2.8	2.9	♦								♦			
101	2.9	3.0	♦	♦	♦						♦			
101	3.0	3.1	♦	♦	♦						♦			
101	3.1	3.2	♦								♦			
101	3.2	3.3	♦								♦			
101	3.3	3.4	♦								♦			
101	3.4	3.5		♦	♦	♦					♦		♦	
101	3.5	3.6		♦	♦	♦					♦		♦	
101	3.6	3.7		♦	♦	♦					♦		♦	
101	3.7	3.8		♦	♦	♦					♦		♦	
101	3.8	3.9		♦	♦	♦					♦		♦	
101	3.9	4.0		♦	♦	♦					♦		♦	
101	4.0	4.1		♦	♦	♦	♦				♦		♦	
101	4.1	4.2		♦	♦	♦	♦	♦		♦	♦		♦	
101	4.2	4.3		♦	♦	♦	♦			♦	♦		♦	
101	4.3	4.4	♦	♦	♦	♦				♦	♦		♦	
101	4.4	4.5	♦	♦	♦	♦				♦	♦		♦	
101	4.5	4.6		♦	♦	♦	♦			♦	♦		♦	
101	4.6	4.7		♦	♦	♦	♦			♦	♦	♦	♦	♦
101	4.7	4.8		♦	♦	♦	♦			♦	♦	♦	♦	♦
101	4.8	4.9	♦	♦	♦	♦				♦	♦		♦	
101	4.9	5.0	♦	♦	♦	♦				♦	♦		♦	
101	5.0	5.1		♦	♦	♦	♦			♦	♦		♦	
101	5.1	5.2		♦	♦	♦	♦			♦	♦		♦	♦
101	5.2	5.3	♦							♦	♦			
101	5.3	5.4		♦	♦	♦				♦	♦		♦	
101	5.4	5.5	♦							♦	♦			
101	5.5	5.6	♦							♦	♦			
101	5.6	5.7	♦							♦	♦			
101	5.7	5.8	♦							♦	♦			
101	5.8	5.9		♦	♦					♦	♦		♦	
101	5.9	6.0		♦	♦					♦	♦		♦	
101	6.0	6.1		♦	♦					♦	♦		♦	
101	6.1	6.2		♦	♦					♦	♦		♦	
101	6.2	6.3		♦	♦					♦	♦		♦	
101	6.3	6.4	♦							♦	♦			
101	6.4	6.5	♦							♦	♦			
101	6.5	6.6	♦							♦	♦			
101	6.6	6.7		♦	♦					♦	♦		♦	
101	6.7	6.8		♦	♦					♦	♦		♦	
101	6.8	6.9	♦		♦	♦	♦	♦		♦	♦		♦	
101	6.9	7.0	♦							♦	♦			
101	7.0	7.1	♦							♦	♦			
101	7.1	7.2		♦	♦					♦	♦			
101	7.2	7.3		♦	♦		♦			♦	♦		♦	
101	7.3	7.4	♦					♦		♦	♦			
101	7.4	7.5	♦							♦	♦			
101	7.5	7.6		♦	♦	♦	♦			♦	♦		♦	
101	7.6	7.7		♦	♦	♦	♦			♦	♦		♦	
101	7.7	7.8		♦	♦					♦	♦		♦	



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
101	7.8	7.9	♦	♦	♦			♦		♦	♦			
101	7.9	8.0		♦	♦	♦				♦	♦		♦	
101	8.0	8.1		♦	♦	♦				♦	♦		♦	
101	8.1	8.2		♦	♦	♦	♦			♦	♦		♦	
101	8.2	8.3	♦	♦	♦					♦	♦			
101	8.3	8.4	♦	♦	♦					♦	♦			
101	8.4	8.5		♦	♦	♦		♦		♦	♦		♦	
101	8.5	8.6		♦	♦	♦		♦		♦	♦		♦	
101	8.6	8.7		♦	♦	♦		♦		♦	♦		♦	
101	8.7	8.8		♦	♦	♦		♦		♦	♦		♦	
101	8.8	8.9		♦	♦	♦		♦		♦	♦		♦	
Total Miles			3.9	7.0	7.1	3.2	0.0	1.1	0.0	2.7	8.9	0.4	5.8	0.4
715	0.0	0.1	♦					♦			♦			
715	0.1	0.2		♦	♦	♦		♦			♦		♦	
715	0.2	0.3		♦	♦	♦		♦			♦		♦	
715	0.3	0.4	♦								♦			
715	0.4	0.5	♦								♦			
715	0.5	0.6	♦	♦	♦	♦		♦			♦		♦	
715	0.6	0.7	♦								♦			
715	0.7	0.8	♦								♦			
715	0.8	0.9	♦					♦			♦			
715	0.9	1.0	♦	♦	♦			♦		♦	♦			
715	1.0	1.1	♦								♦			
715	1.1	1.2	♦	♦	♦			♦		♦	♦		♦	
715	1.2	1.3	♦					♦			♦			
715	1.3	1.4	♦	♦	♦					♦	♦		♦	
715	1.4	1.5	♦	♦	♦					♦	♦	♦	♦	
715	1.5	1.6	♦								♦	♦	♦	
715	1.6	1.7	♦	♦	♦					♦	♦	♦	♦	
715	1.7	1.8		♦	♦	♦				♦	♦	♦	♦	
715	1.8	1.9		♦	♦	♦	♦			♦	♦	♦	♦	
715	1.9	2.0		♦	♦	♦	♦			♦	♦	♦	♦	
715	2.0	2.1	♦	♦	♦	♦				♦	♦	♦	♦	
715	2.1	2.2	♦								♦	♦	♦	
Total Miles			1.7	1.3	1.3	0.7	0.0	0.8	0.0	0.8	2.2	0.4	1.4	0.0
713	0.0	0.1	♦	♦	♦					♦	♦		♦	
713	0.1	0.2	♦	♦	♦					♦	♦		♦	
713	0.2	0.3		♦	♦	♦				♦	♦		♦	
713	0.3	0.4		♦	♦	♦	♦			♦	♦		♦	
713	0.4	0.5		♦	♦	♦				♦	♦		♦	
713	0.5	0.6		♦	♦	♦				♦	♦		♦	
713	0.6	0.7		♦	♦	♦	♦			♦	♦		♦	
713	0.7	0.8		♦	♦	♦		♦		♦	♦		♦	
713	0.8	0.9	♦		♦	♦		♦		♦	♦		♦	
713	0.9	1.0	♦							♦	♦		♦	
713	1.0	1.1	♦							♦	♦		♦	
713	1.1	1.2	♦					♦			♦		♦	
713	1.2	1.3		♦	♦	♦		♦		♦	♦		♦	
713	1.3	1.4		♦	♦	♦				♦	♦		♦	♦
Total Miles			0.6	1.0	1.1	0.7	0.0	0.4	0.0	0.6	1.4	0.0	1.4	0.1
110	0.0	0.1		♦	♦	♦					♦		♦	
110	0.1	0.2		♦	♦	♦					♦		♦	
110	0.2	0.3		♦	♦	♦	♦	♦			♦		♦	
110	0.3	0.4		♦	♦	♦	♦				♦		♦	
110	0.4	0.5		♦	♦	♦	♦				♦		♦	
110	0.5	0.6		♦	♦	♦	♦				♦		♦	
110	0.6	0.7		♦	♦	♦	♦				♦		♦	
110	0.7	0.8		♦	♦	♦	♦				♦		♦	
110	0.8	0.9		♦	♦	♦	♦				♦		♦	
110	0.9	1.0		♦	♦	♦	♦				♦		♦	
110	1.0	1.1		♦	♦	♦	♦				♦		♦	
110	1.1	1.2		♦	♦	♦	♦				♦		♦	
110	1.2	1.3		♦	♦	♦	♦				♦		♦	
110	1.3	1.4		♦	♦	♦	♦				♦		♦	
110	1.4	1.5		♦	♦	♦	♦	♦			♦		♦	
110	1.5	1.6		♦	♦	♦	♦				♦		♦	
110	1.6	1.7												
110	1.7	1.8												
110	1.8	1.9						♦						
110	1.9	2.0												
110	2.0	2.1		♦	♦	♦		♦			♦		♦	
110	2.1	2.2		♦	♦	♦					♦		♦	
110	2.2	2.3		♦	♦	♦					♦		♦	
110	2.3	2.4		♦	♦	♦					♦		♦	
110	2.4	2.5		♦	♦	♦					♦		♦	
110	2.5	2.6		♦	♦	♦					♦		♦	
Total Miles			0.0	2.2	2.2	2.1	0.0	0.4	0.0	0.0	2.2	0.0	2.2	0.0
130	0.0	0.1		♦	♦	♦					♦		♦	

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
130	0.1	0.2												
130	0.2	0.3												
130	0.3	0.4		♦	♦	♦					♦		♦	
130	0.4	0.5		♦	♦	♦					♦		♦	
130	0.5	0.6		♦	♦	♦		♦			♦		♦	
130	0.6	0.7												
130	0.7	0.8												
130	0.8	0.9												
130	0.9	1.0		♦	♦	♦		♦			♦		♦	
130	1.0	1.1		♦	♦	♦					♦		♦	
130	1.1	1.2		♦	♦	♦		♦			♦		♦	
130	1.2	1.3		♦	♦						♦		♦	
130	1.3	1.4		♦		♦					♦		♦	
130	1.4	1.5		♦	♦						♦		♦	
130	1.5	1.6		♦	♦	♦					♦		♦	
130	1.6	1.7		♦	♦	♦					♦			
130	1.7	1.8		♦	♦	♦					♦			
130	1.8	1.9		♦	♦	♦					♦			
130	1.9	2.0		♦	♦	♦					♦			
130	2.0	2.1		♦	♦	♦					♦			
130	2.1	2.2		♦	♦	♦		♦			♦			
130	2.2	2.3		♦	♦	♦					♦			
130	2.3	2.4		♦	♦	♦					♦			
130	2.4	2.5		♦	♦	♦					♦			
130	2.5	2.6		♦	♦	♦					♦			
130	2.6	2.7		♦	♦	♦					♦			
130	2.7	2.8		♦	♦	♦					♦			
130	2.8	2.9		♦	♦	♦					♦			
130	2.9	3.0		♦	♦	♦					♦			
130	3.0	3.1		♦	♦	♦					♦			
130	3.1	3.2		♦	♦	♦					♦			
130	3.2	3.3												
130	3.3	3.4												
130	3.4	3.5		♦	♦	♦		♦			♦			
130	3.5	3.6		♦	♦	♦					♦			
130	3.6	3.7		♦	♦	♦					♦			
130	3.7	3.8		♦	♦	♦					♦			
130	3.8	3.9		♦	♦	♦					♦			
130	3.9	4.0		♦	♦	♦					♦			
130	4.0	4.1		♦	♦	♦					♦			
130	4.1	4.2		♦	♦	♦		♦			♦			
130	4.2	4.3		♦	♦	♦					♦			
130	4.3	4.4		♦	♦	♦					♦			
130	4.4	4.5		♦	♦	♦					♦			
130	4.5	4.6		♦	♦	♦					♦			
130	4.6	4.7		♦	♦	♦					♦			
130	4.7	4.8		♦	♦	♦					♦			
130	4.8	4.9		♦	♦	♦					♦			
130	4.9	5.0		♦	♦	♦		♦			♦			
130	5.0	5.1		♦	♦	♦					♦			
130	5.1	5.2		♦	♦	♦					♦			
130	5.2	5.3		♦	♦	♦					♦			
130	5.3	5.4		♦	♦	♦					♦			
130	5.4	5.5		♦	♦	♦					♦			
130	5.5	5.6		♦	♦						♦			
130	5.6	5.7		♦	♦			♦			♦			
130	5.7	5.8		♦	♦	♦		♦			♦			
130	5.8	5.9		♦	♦	♦		♦			♦			
130	5.9	6.0		♦	♦	♦					♦			
130	6.0	6.1		♦	♦	♦					♦			
130	6.1	6.2		♦	♦	♦					♦			
130	6.2	6.3												
130	6.3	6.4	♦					♦			♦			
130	6.4	6.5	♦								♦			
130	6.5	6.6		♦	♦	♦					♦			
130	6.6	6.7		♦	♦	♦					♦			
130	6.7	6.8		♦	♦	♦					♦			
130	6.8	6.9		♦	♦	♦					♦			
130	6.9	7.0		♦	♦	♦					♦			
130	7.0	7.1		♦	♦						♦			
130	7.1	7.2		♦	♦						♦			
130	7.2	7.3		♦	♦						♦			
130	7.3	7.4		♦	♦						♦			
130	7.4	7.5		♦	♦			♦			♦			
130	7.5	7.6		♦										
130	7.6	7.7		♦										
130	7.7	7.8		♦										
130	7.8	7.9		♦										
130	7.9	8.0		♦		♦								
130	8.0	8.1		♦	♦	♦					♦			
130	8.1	8.2		♦	♦	♦					♦			
130	8.2	8.3		♦	♦	♦					♦			



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
130	8.3	8.4		♦	♦	♦					♦			
130	8.4	8.5		♦	♦	♦					♦			
130	8.5	8.6		♦	♦	♦					♦			
Total Miles			0.2	7.6	7.1	6.3	0.0	1.2	0.0	0.0	7.3	0.0	1.1	0.0
150	0.0	0.1		♦	♦	♦		♦			♦			
150	0.1	0.2		♦	♦	♦					♦			
150	0.2	0.3		♦	♦	♦					♦			
150	0.3	0.4		♦	♦	♦					♦			
150	0.4	0.5		♦	♦	♦					♦			
150	0.5	0.6		♦		♦								
150	0.6	0.7		♦		♦								
150	0.7	0.8		♦		♦								
150	0.8	0.9			♦	♦								
150	0.9	1.0			♦	♦								
150	1.0	1.1			♦	♦								
150	1.1	1.2			♦	♦								
150	1.2	1.3			♦	♦								
150	1.3	1.4			♦	♦		♦						
150	1.4	1.5			♦	♦								
150	1.5	1.6			♦	♦								
150	1.6	1.7		♦	♦	♦		♦					♦	
150	1.7	1.8		♦	♦	♦		♦					♦	
150	1.8	1.9	♦					♦					♦	
150	1.9	2.0	♦					♦					♦	
150	2.0	2.1	♦					♦					♦	
150	2.1	2.2		♦				♦					♦	
150	2.2	2.3		♦	♦	♦		♦					♦	
150	2.3	2.4		♦	♦	♦		♦					♦	
150	2.4	2.5		♦	♦	♦		♦					♦	
150	2.5	2.6		♦	♦	♦		♦					♦	
150	2.6	2.7			♦	♦		♦					♦	
150	2.7	2.8			♦	♦		♦					♦	
150	2.8	2.9			♦	♦		♦					♦	
150	2.9	3.0		♦		♦		♦					♦	
150	3.0	3.1		♦		♦		♦					♦	
150	3.1	3.2		♦		♦		♦					♦	
150	3.2	3.3		♦		♦		♦					♦	
150	3.3	3.4			♦	♦		♦					♦	
150	3.4	3.5			♦	♦		♦					♦	
150	3.5	3.6			♦	♦		♦					♦	
150	3.6	3.7			♦	♦		♦					♦	
150	3.7	3.8			♦	♦		♦					♦	
150	3.8	3.9			♦	♦		♦						
150	3.9	4.0			♦	♦								
150	4.0	4.1		♦		♦								
150	4.1	4.2		♦		♦								
150	4.2	4.3		♦		♦								
150	4.3	4.4		♦		♦								
150	4.4	4.5		♦		♦								
150	4.5	4.6		♦		♦								
150	4.6	4.7		♦		♦								
150	4.7	4.8		♦		♦								
150	4.8	4.9		♦		♦								
150	4.9	5.0		♦		♦								
150	5.0	5.1		♦		♦		♦						
150	5.1	5.2		♦		♦								
150	5.2	5.3		♦		♦								
150	5.3	5.4		♦		♦		♦						
150	5.4	5.5		♦		♦		♦						
150	5.5	5.6		♦		♦								
150	5.6	5.7		♦		♦								
150	5.7	5.8			♦	♦								
150	5.8	5.9		♦		♦								
150	5.9	6.0		♦		♦								
150	6.0	6.1		♦		♦								
150	6.1	6.2		♦		♦		♦						
150	6.2	6.3			♦	♦		♦						
150	6.3	6.4			♦	♦								
150	6.4	6.5		♦										
150	6.5	6.6			♦	♦								
150	6.6	6.7		♦										
150	6.7	6.8		♦										
150	6.8	6.9												
150	6.9	7.0						♦						
150	7.0	7.1												
150	7.1	7.2		♦	♦	♦		♦					♦	
150	7.2	7.3		♦	♦	♦		♦					♦	
150	7.3	7.4		♦	♦	♦		♦					♦	
150	7.4	7.5		♦	♦	♦		♦					♦	
150	7.5	7.6			♦	♦		♦					♦	
150	7.6	7.7			♦	♦		♦					♦	

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
150	7.7	7.8			♦	♦		♦					♦	
150	7.8	7.9			♦	♦		♦					♦	
150	7.9	8.0			♦	♦		♦					♦	
150	8.0	8.1			♦	♦		♦					♦	
150	8.1	8.2			♦	♦		♦					♦	
150	8.2	8.3			♦	♦		♦					♦	
150	8.3	8.4											♦	
Total Miles			0.3	4.7	4.6	7.4	0.0	4.4	0.0	0.0	0.5	0.0	3.5	0.0
151	0.0	0.1			♦	♦		♦					♦	
151	0.1	0.2			♦	♦		♦					♦	
151	0.2	0.3			♦	♦		♦					♦	
151	0.3	0.4			♦	♦		♦					♦	
151	0.4	0.5			♦	♦		♦					♦	
151	0.5	0.6			♦	♦		♦					♦	
151	0.6	0.7			♦	♦		♦					♦	
151	0.7	0.8			♦	♦		♦					♦	
151	0.8	0.9			♦	♦								
151	0.9	1.0			♦	♦								
151	1.0	1.1			♦	♦		♦						
151	1.1	1.2			♦	♦								
151	1.2	1.3			♦	♦								
151	1.3	1.4		♦	♦	♦								
151	1.4	1.5			♦	♦								
151	1.5	1.6			♦	♦		♦						
151	1.6	1.7			♦	♦								
151	1.7	1.8		♦	♦	♦					♦			
151	1.8	1.9	♦	♦	♦						♦			
151	1.9	2.0	♦								♦			
151	2.0	2.1	♦					♦			♦			
151	2.1	2.2		♦	♦	♦		♦			♦			
151	2.2	2.3		♦	♦	♦					♦			
151	2.3	2.4		♦	♦	♦					♦			
151	2.4	2.5		♦	♦	♦					♦			
151	2.5	2.6		♦	♦	♦					♦			
151	2.6	2.7		♦	♦	♦		♦			♦			
151	2.7	2.8		♦	♦	♦		♦			♦			
151	2.8	2.9		♦	♦	♦					♦			
151	2.9	3.0		♦	♦	♦					♦			
151	3.0	3.1		♦	♦	♦					♦			
151	3.1	3.2		♦	♦	♦					♦			
151	3.2	3.3		♦	♦	♦					♦			
151	3.3	3.4		♦	♦	♦					♦			
151	3.4	3.5		♦	♦	♦					♦			
151	3.5	3.6		♦	♦	♦					♦			
151	3.6	3.7		♦	♦	♦		♦			♦			
151	3.7	3.8		♦	♦	♦					♦			
151	3.8	3.9		♦	♦	♦					♦			
151	3.9	4.0		♦	♦	♦					♦			
151	4.0	4.1		♦	♦	♦		♦			♦			
151	4.1	4.2		♦	♦	♦		♦			♦			
151	4.2	4.3		♦	♦	♦					♦			
151	4.3	4.4		♦	♦	♦					♦			
151	4.4	4.5		♦	♦	♦					♦	♦		
151	4.5	4.6		♦	♦	♦					♦	♦		
151	4.6	4.7		♦	♦	♦					♦	♦		
151	4.7	4.8		♦	♦	♦					♦	♦		
151	4.8	4.9		♦	♦	♦					♦	♦		
151	4.9	5.0		♦	♦	♦					♦	♦		
151	5.0	5.1		♦	♦	♦					♦	♦		
151	5.1	5.2		♦	♦	♦		♦			♦	♦		
151	5.2	5.3		♦	♦	♦					♦	♦		
151	5.3	5.4		♦	♦						♦	♦		
151	5.4	5.5		♦	♦	♦					♦	♦		
151	5.5	5.6		♦	♦	♦					♦	♦		
151	5.6	5.7		♦	♦	♦					♦	♦		
151	5.7	5.8		♦	♦	♦					♦	♦		
151	5.8	5.9		♦	♦	♦					♦	♦		
151	5.9	6.0		♦	♦	♦				♦	♦	♦		
151	6.0	6.1	♦							♦	♦	♦		
151	6.1	6.2	♦					♦			♦	♦		
151	6.2	6.3	♦							♦	♦	♦		
151	6.3	6.4	♦							♦	♦	♦		
151	6.4	6.5	♦					♦			♦	♦		
151	6.5	6.6		♦	♦			♦		♦	♦	♦		
151	6.6	6.7		♦	♦						♦	♦		
151	6.7	6.8		♦	♦						♦	♦		
151	6.8	6.9		♦	♦						♦	♦		
151	6.9	7.0		♦	♦						♦	♦		
151	7.0	7.1		♦	♦						♦	♦		
151	7.1	7.2		♦	♦						♦	♦		
151	7.2	7.3		♦	♦						♦	♦		



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
151	7.3	7.4		♦	♦			♦			♦	♦		
151	7.4	7.5	♦	♦	♦						♦	♦		
151	7.5	7.6	♦					♦			♦	♦		
151	7.6	7.7	♦								♦	♦		
151	7.7	7.8	♦					♦			♦	♦		
151	7.8	7.9	♦	♦	♦						♦	♦		
151	7.9	8.0		♦	♦	♦					♦	♦		
151	8.0	8.1		♦	♦	♦	♦				♦	♦		
151	8.1	8.2		♦	♦	♦					♦	♦		
151	8.2	8.3		♦	♦	♦	♦				♦	♦		
151	8.3	8.4	♦	♦	♦						♦			
151	8.4	8.5	♦								♦			
151	8.5	8.6	♦								♦			
151	8.6	8.7	♦								♦			
151	8.7	8.8	♦	♦	♦	♦		♦			♦	♦		
151	8.8	8.9	♦								♦			
151	8.9	9.0		♦	♦			♦			♦	♦		
151	9.0	9.1		♦	♦						♦	♦		
151	9.1	9.2		♦	♦						♦	♦		
151	9.2	9.3		♦	♦	♦					♦	♦		
151	9.3	9.4		♦	♦			♦			♦	♦		
151	9.4	9.5		♦	♦						♦			
151	9.5	9.6		♦	♦						♦	♦		
151	9.6	9.7		♦	♦	♦					♦	♦		
151	9.7	9.8		♦	♦	♦	♦				♦	♦		
151	9.8	9.9		♦	♦	♦					♦			
151	9.9	10.0		♦	♦	♦					♦			
151	10.0	10.1		♦	♦	♦	♦				♦			
151	10.1	10.2		♦	♦	♦	♦				♦			
151	10.2	10.3		♦	♦	♦	♦				♦			
151	10.3	10.4		♦	♦	♦	♦				♦			
151	10.4	10.5		♦	♦	♦	♦	♦			♦			
151	10.5	10.6		♦	♦	♦	♦				♦	♦		
151	10.6	10.7		♦	♦	♦	♦				♦	♦		
151	10.7	10.8		♦	♦	♦	♦	♦			♦	♦		
151	10.8	10.9		♦	♦	♦	♦				♦	♦		
151	10.9	11.0		♦	♦	♦	♦				♦	♦		
151	11.0	11.1		♦	♦	♦	♦				♦	♦		
151	11.1	11.2		♦	♦	♦	♦				♦	♦		
151	11.2	11.3		♦	♦	♦	♦				♦	♦		
151	11.3	11.4		♦	♦	♦	♦				♦	♦		
151	11.4	11.5		♦	♦	♦	♦				♦	♦		
151	11.5	11.6		♦	♦	♦	♦	♦			♦	♦	♦	
151	11.6	11.7		♦	♦	♦	♦	♦			♦	♦	♦	
151	11.7	11.8		♦	♦	♦	♦	♦			♦	♦	♦	
151	11.8	11.9		♦	♦	♦	♦	♦			♦	♦	♦	
151	11.9	12.0		♦	♦	♦	♦	♦			♦	♦	♦	
151	12.0	12.1		♦	♦	♦	♦	♦			♦	♦	♦	
151	12.1	12.2		♦	♦	♦	♦	♦			♦	♦	♦	
151	12.2	12.3		♦	♦	♦	♦				♦	♦		
151	12.3	12.4		♦	♦	♦	♦				♦	♦		
151	12.4	12.5		♦	♦	♦	♦				♦			
151	12.5	12.6		♦	♦	♦	♦				♦			
151	12.6	12.7		♦	♦	♦	♦				♦			
151	12.7	12.8		♦	♦	♦	♦				♦			
151	12.8	12.9		♦	♦	♦	♦	♦			♦			
151	12.9	13.0		♦	♦	♦	♦				♦			
151	13.0	13.1		♦	♦	♦					♦			
151	13.1	13.2		♦	♦	♦					♦			
151	13.2	13.3		♦	♦	♦		♦			♦			
151	13.3	13.4		♦	♦	♦					♦			
151	13.4	13.5	♦	♦	♦			♦			♦			
151	13.5	13.6	♦								♦			
151	13.6	13.7	♦								♦			
151	13.7	13.8		♦	♦						♦			
151	13.8	13.9		♦	♦	♦	♦				♦			
151	13.9	14.0		♦	♦	♦	♦				♦			
151	14.0	14.1		♦	♦	♦	♦				♦			
151	14.1	14.2			♦	♦								
151	14.2	14.3		♦	♦	♦		♦						
Total Miles			2.2	11.0	12.6	9.6	0.0	4.1	0.0	0.7	12.4	6.0	1.5	0.0
152	0.0	0.1		♦		♦								
152	0.1	0.2		♦		♦								
152	0.2	0.3		♦		♦								
152	0.3	0.4		♦		♦								
152	0.4	0.5		♦		♦								
152	0.5	0.6		♦		♦		♦						
152	0.6	0.7		♦		♦		♦						
152	0.7	0.8		♦		♦								
152	0.8	0.9		♦		♦								
152	0.9	1.0		♦		♦								

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
152	1.0	1.1		♦		♦								
152	1.1	1.2		♦		♦								
152	1.2	1.3		♦		♦								
152	1.3	1.4		♦		♦								
152	1.4	1.5		♦		♦								
152	1.5	1.6		♦		♦								
152	1.6	1.7		♦				♦						
152	1.7	1.8		♦				♦						
152	1.8	1.9		♦										
152	1.9	2.0		♦										
152	2.0	2.1												
152	2.1	2.2												
152	2.2	2.3						♦						
152	2.3	2.4		♦										
152	2.4	2.5		♦										
152	2.5	2.6		♦										
152	2.6	2.7		♦										
152	2.7	2.8		♦			♦			♦				
152	2.8	2.9		♦			♦			♦				
152	2.9	3.0		♦			♦							
152	3.0	3.1		♦			♦							
152	3.1	3.2		♦			♦							
152	3.2	3.3		♦			♦			♦				
152	3.3	3.4			♦		♦							
152	3.4	3.5			♦		♦							
152	3.5	3.6			♦		♦							
152	3.6	3.7			♦		♦							
152	3.7	3.8			♦		♦							
152	3.8	3.9		♦			♦							
152	3.9	4.0		♦	♦		♦							
152	4.0	4.1		♦			♦							
152	4.1	4.2								♦				
152	4.2	4.3								♦				
152	4.3	4.4												
152	4.4	4.5												
152	4.5	4.6												
152	4.6	4.7												
152	4.7	4.8								♦				
152	4.8	4.9								♦				
152	4.9	5.0												
152	5.0	5.1			♦		♦							
152	5.1	5.2												
152	5.2	5.3												
152	5.3	5.4												
152	5.4	5.5												
152	5.5	5.6												
152	5.6	5.7												
152	5.7	5.8												
152	5.8	5.9			♦		♦							
152	5.9	6.0			♦		♦							
152	6.0	6.1			♦		♦							
152	6.1	6.2			♦		♦							
152	6.2	6.3			♦		♦							
152	6.3	6.4			♦		♦			♦				
152	6.4	6.5			♦		♦							
152	6.5	6.6			♦		♦							
152	6.6	6.7												
152	6.7	6.8												
152	6.8	6.9												
152	6.9	7.0												
152	7.0	7.1												
152	7.1	7.2								♦				
152	7.2	7.3												
152	7.3	7.4												
152	7.4	7.5												
152	7.5	7.6												
152	7.6	7.7												
152	7.7	7.8								♦				
152	7.8	7.9								♦				
152	7.9	8.0												
152	8.0	8.1												
152	8.1	8.2												
152	8.2	8.3												
152	8.3	8.4												
152	8.4	8.5			♦		♦							
152	8.5	8.6			♦		♦							
152	8.6	8.7			♦		♦			♦				
152	8.7	8.8			♦		♦							
152	8.8	8.9			♦		♦							
152	8.9	9.0												
152	9.0	9.1												
152	9.1	9.2			♦		♦							



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
152	9.2	9.3			♦	♦								
152	9.3	9.4		♦				♦						
152	9.4	9.5						♦						
152	9.5	9.6												
152	9.6	9.7												
152	9.7	9.8						♦						
152	9.8	9.9						♦						
Total Miles			0.0	3.4	2.2	4.6	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
200	0.0	0.1						♦						
200	0.1	0.2												
200	0.2	0.3			♦	♦								
200	0.3	0.4		♦	♦	♦		♦					♦	
200	0.4	0.5		♦				♦					♦	
200	0.5	0.6		♦				♦					♦	
200	0.6	0.7		♦				♦					♦	
200	0.7	0.8		♦				♦					♦	
200	0.8	0.9	♦					♦					♦	
200	0.9	1.0	♦					♦					♦	
200	1.0	1.1	♦					♦					♦	
200	1.1	1.2		♦				♦					♦	
200	1.2	1.3		♦				♦					♦	
200	1.3	1.4		♦				♦					♦	
200	1.4	1.5		♦				♦					♦	
200	1.5	1.6		♦				♦					♦	
200	1.6	1.7		♦				♦					♦	
200	1.7	1.8	♦					♦					♦	
200	1.8	1.9	♦					♦					♦	
200	1.9	2.0	♦					♦					♦	
200	2.0	2.1	♦					♦					♦	
200	2.1	2.2	♦					♦					♦	
200	2.2	2.3												
200	2.3	2.4												
200	2.4	2.5			♦	♦								
200	2.5	2.6												
200	2.6	2.7												
200	2.7	2.8						♦						
200	2.8	2.9			♦	♦								
200	2.9	3.0												
200	3.0	3.1			♦	♦								
200	3.1	3.2			♦	♦		♦						
200	3.2	3.3			♦	♦								
200	3.3	3.4			♦	♦								
200	3.4	3.5			♦	♦								
200	3.5	3.6			♦	♦								
200	3.6	3.7			♦	♦								
200	3.7	3.8			♦	♦								
200	3.8	3.9			♦	♦								
200	3.9	4.0			♦	♦								
200	4.0	4.1			♦	♦								
200	4.1	4.2			♦	♦		♦						
200	4.2	4.3			♦	♦								
200	4.3	4.4												
200	4.4	4.5												
200	4.5	4.6												
200	4.6	4.7												
200	4.7	4.8						♦						
200	4.8	4.9												
200	4.9	5.0												
200	5.0	5.1												
200	5.1	5.2												
200	5.2	5.3												
200	5.3	5.4			♦	♦								
200	5.4	5.5			♦	♦								
200	5.5	5.6			♦	♦								
200	5.6	5.7			♦	♦		♦						
200	5.7	5.8			♦	♦								
200	5.8	5.9			♦	♦								
200	5.9	6.0			♦	♦								
200	6.0	6.1			♦	♦								
200	6.1	6.2			♦	♦								
200	6.2	6.3			♦	♦								
200	6.3	6.4			♦	♦		♦						
200	6.4	6.5			♦	♦								
200	6.5	6.6			♦	♦								
200	6.6	6.7			♦	♦								
200	6.7	6.8												
200	6.8	6.9												
200	6.9	7.0												
200	7.0	7.1												
200	7.1	7.2						♦						
200	7.2	7.3												

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
	Total Miles		0.8	1.1	3.1	3.1	0.0	2.7	0.0	0.0	0.0	0.0	1.9	0.0
221	0.1	0.2			♦	♦								
221	0.2	0.3			♦	♦								
221	0.3	0.4			♦	♦								
221	0.4	0.5												
221	0.5	0.6												
221	0.6	0.7												
221	0.7	0.8												
221	0.8	0.9												
221	0.9	1.0			♦	♦								
221	1.0	1.1												
221	1.1	1.2	♦								♦			
221	1.2	1.3	♦								♦			
221	1.3	1.4		♦	♦			♦			♦			
221	1.4	1.5		♦	♦			♦			♦			
221	1.5	1.6		♦	♦						♦			
221	1.6	1.7		♦	♦			♦			♦			
221	1.7	1.8		♦	♦			♦			♦			
221	1.8	1.9		♦	♦						♦			
221	1.9	2.0		♦	♦						♦			
221	2.0	2.1		♦	♦	♦					♦			
221	2.1	2.2		♦	♦	♦		♦			♦		♦	
221	2.2	2.3		♦	♦	♦		♦			♦			
221	2.3	2.4		♦	♦	♦		♦			♦		♦	
221	2.4	2.5		♦	♦	♦		♦			♦		♦	
221	2.5	2.6		♦	♦	♦		♦		♦	♦		♦	
221	2.6	2.7		♦	♦	♦		♦		♦	♦	♦	♦	
221	2.7	2.8		♦	♦	♦		♦		♦	♦	♦	♦	
221	2.8	2.9		♦	♦	♦		♦		♦	♦	♦	♦	
221	2.9	3.0		♦	♦	♦		♦		♦	♦	♦	♦	
221	3.0	3.1		♦	♦	♦		♦		♦	♦	♦	♦	
221	3.1	3.2		♦	♦	♦		♦		♦	♦	♦	♦	
221	3.2	3.3		♦	♦	♦		♦		♦	♦	♦	♦	
221	3.3	3.4		♦	♦	♦		♦		♦	♦	♦	♦	
221	3.4	3.5		♦	♦	♦		♦		♦	♦	♦	♦	
221	3.5	3.6	♦			♦		♦			♦		♦	
221	3.6	3.7	♦								♦			
221	3.7	3.8	♦								♦			
221	3.8	3.9		♦	♦						♦			
221	3.9	4.0		♦	♦						♦			
221	4.0	4.1		♦	♦						♦			
221	4.1	4.2		♦	♦						♦			
221	4.2	4.3		♦	♦						♦			
221	4.3	4.4		♦	♦						♦			
	Total Miles		0.5	2.8	3.2	2.0	0.0	1.9	0.0	0.5	3.3	0.4	1.5	0.0
223	0.0	0.1		♦	♦						♦			
223	0.1	0.2	♦					♦			♦			
223	0.2	0.3	♦	♦	♦						♦	♦		
223	0.3	0.4	♦					♦			♦			
223	0.4	0.5	♦					♦			♦			
223	0.5	0.6	♦								♦			
223	0.6	0.7	♦								♦			
223	0.7	0.8	♦								♦			
223	0.8	0.9	♦					♦			♦			
223	0.9	1.0	♦					♦			♦			
223	1.0	1.1	♦					♦			♦			
223	1.1	1.2	♦					♦			♦			
223	1.2	1.3	♦					♦			♦			
223	1.3	1.4	♦								♦			
223	1.4	1.5						♦						
223	1.5	1.6						♦						
223	1.6	1.7						♦						
223	1.7	1.8												
223	1.8	1.9												
223	1.9	2.0												
223	2.0	2.1												
223	2.1	2.2												
223	2.2	2.3												
223	2.3	2.4												
223	2.4	2.5												
223	2.5	2.6												
223	2.6	2.7												
223	2.7	2.8												
223	2.8	2.9												
223	2.9	3.0												
223	3.0	3.1												
223	3.1	3.2												
223	3.2	3.3												
223	3.3	3.4												
223	3.4	3.5												



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
223	3.5	3.6												
223	3.6	3.7												
223	3.7	3.8												
223	3.8	3.9												
223	3.9	4.0												
223	4.0	4.1												
223	4.1	4.2												
223	4.2	4.3												
223	4.3	4.4												
223	4.4	4.5												
223	4.5	4.6												
223	4.6	4.7												
223	4.7	4.8												
223	4.8	4.9												
223	4.9	5.0												
223	5.0	5.1												
223	5.1	5.2												
223	5.2	5.3												
223	5.3	5.4												
223	5.4	5.5												
223	5.5	5.6												
223	5.6	5.7												
223	5.7	5.8												
223	5.8	5.9												
223	5.9	6.0												
223	6.0	6.1												
223	6.1	6.2												
223	6.2	6.3												
223	6.3	6.4												
223	6.4	6.5												
223	6.5	6.6												
223	6.6	6.7												
223	6.7	6.8												
223	6.8	6.9												
223	6.9	7.0												
223	7.0	7.1												
223	7.1	7.2												
223	7.2	7.3												
223	7.3	7.4												
223	7.4	7.5												
223	7.5	7.6												
223	7.6	7.7												
223	7.7	7.8												
223	7.8	7.9												
223	7.9	8.0												
223	8.0	8.1												
223	8.1	8.2												
223	8.2	8.3												
223	8.3	8.4												
223	8.4	8.5												
223	8.5	8.6												
223	8.6	8.7												
223	8.7	8.8												
223	8.8	8.9												
223	8.9	9.0												
223	9.0	9.1												
223	9.1	9.2												
223	9.2	9.3												
223	9.3	9.4												
223	9.4	9.5												
223	9.5	9.6												
223	9.6	9.7												
223	9.7	9.8												
223	9.8	9.9												
223	9.9	10.0												
223	10.0	10.1												
223	10.1	10.2												
223	10.2	10.3												
223	10.3	10.4												
223	10.4	10.5												
223	10.5	10.6												
223	10.6	10.7												
223	10.7	10.8												
223	10.8	10.9												
223	10.9	11.0												
223	11.0	11.1												
223	11.1	11.2												
223	11.2	11.3												
223	11.3	11.4												
223	11.4	11.5												
223	11.5	11.6												
223	11.6	11.7												

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
223	11.7	11.8		♦	♦						♦			
223	11.8	11.9		♦	♦			♦			♦			
223	11.9	12.0		♦	♦						♦			
223	12.0	12.1		♦	♦						♦			
223	12.1	12.2		♦	♦						♦			
223	12.2	12.3						♦						
223	12.3	12.4	♦								♦			
223	12.4	12.5	♦					♦			♦			
223	12.5	12.6	♦					♦			♦			
223	12.6	12.7	♦					♦			♦			
223	12.7	12.8	♦								♦			
223	12.8	12.9	♦								♦			
223	12.9	13.0	♦					♦			♦			
223	13.0	13.1	♦					♦			♦			
223	13.1	13.2	♦								♦			
Total Miles			5.60	2.30	2.30	0.00	0.00	4.80	0.00	0.00	7.70	0.50	0.00	0.00
212	0.0	0.1	♦								♦			
212	0.1	0.2	♦								♦			
212	0.2	0.3	♦								♦			
212	0.3	0.4	♦								♦			
212	0.4	0.5	♦								♦			
212	0.5	0.6	♦					♦						
212	0.6	0.7	♦					♦			♦			
212	0.7	0.8	♦					♦			♦			
212	0.8	0.9	♦								♦			
212	0.9	1.0	♦					♦			♦			
212	1.0	1.1	♦								♦			
212	1.1	1.2	♦								♦			
212	1.2	1.3	♦								♦			
212	1.3	1.4	♦								♦			
212	1.4	1.5	♦								♦			
212	1.5	1.6	♦								♦			
212	1.6	1.7	♦								♦			
212	1.7	1.8	♦								♦			
212	1.8	1.9	♦								♦			
212	1.9	2.0	♦								♦			
212	2.0	2.1	♦								♦			
212	2.1	2.2	♦								♦			
212	2.2	2.3	♦								♦			
212	2.3	2.4	♦								♦			
212	2.4	2.5	♦								♦			
212	2.5	2.6	♦								♦			
212	2.6	2.7	♦	♦	♦						♦	♦		
212	2.7	2.8		♦	♦						♦	♦		
212	2.8	2.9		♦	♦						♦			
212	2.9	3.0		♦	♦						♦			
212	3.0	3.1		♦	♦						♦			
212	3.1	3.2		♦	♦						♦			
212	3.2	3.3									♦			
212	3.3	3.4	♦								♦			
212	3.4	3.5		♦	♦						♦			
212	3.5	3.6		♦	♦						♦			
212	3.6	3.7		♦	♦						♦			
212	3.7	3.8		♦	♦						♦			
212	3.8	3.9		♦	♦						♦			
212	3.9	4.0		♦	♦						♦			
212	4.0	4.1		♦	♦						♦			
212	4.1	4.2		♦	♦						♦			
212	4.2	4.3		♦	♦						♦			
212	4.3	4.4		♦	♦						♦			
212	4.4	4.5		♦	♦						♦			
212	4.5	4.6		♦	♦						♦			
212	4.6	4.7		♦	♦						♦			
212	4.7	4.8		♦	♦						♦			
212	4.8	4.9		♦	♦						♦			
212	4.9	5.0		♦	♦						♦			
212	5.0	5.1		♦	♦						♦			
212	5.1	5.2		♦	♦						♦			
212	5.2	5.3												
212	5.3	5.4												
212	5.4	5.5												
212	5.5	5.6												
212	5.6	5.7												
212	5.7	5.8												
212	5.8	5.9												
212	5.9	6.0												
212	6.0	6.1												
212	6.1	6.2												
212	6.2	6.3												
212	6.3	6.4												
212	6.4	6.5												



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
212	6.5	6.6												
212	6.6	6.7												
212	6.7	6.8												
212	6.8	6.9												
212	6.9	7.0												
212	7.0	7.1												
212	7.1	7.2												
212	7.2	7.3												
212	7.3	7.4												
212	7.4	7.5												
212	7.5	7.6												
212	7.6	7.7												
212	7.7	7.8												
212	7.8	7.9												
212	7.9	8.0												
212	8.0	8.1												
212	8.1	8.2												
212	8.2	8.3												
212	8.3	8.4												
212	8.4	8.5												
212	8.5	8.6												
212	8.6	8.7												
212	8.7	8.8												
212	8.8	8.9												
212	8.9	9.0												
212	9.0	9.1												
212	9.1	9.2	♦								♦			
212	9.2	9.3	♦								♦			
212	9.3	9.4		♦	♦						♦			
212	9.4	9.5		♦	♦						♦			
212	9.5	9.6		♦	♦						♦			
212	9.6	9.7		♦	♦						♦			
212	9.7	9.8		♦	♦						♦			
212	9.8	9.9	♦	♦	♦						♦			
212	9.9	10.0	♦								♦			
212	10.0	10.1	♦								♦			
212	10.1	10.2		♦	♦						♦			
212	10.2	10.3		♦	♦						♦			
212	10.3	10.4		♦	♦						♦			
212	10.4	10.5	♦								♦			
212	10.5	10.6	♦								♦			
212	10.6	10.7	♦								♦			
212	10.7	10.8	♦								♦			
212	10.8	10.9	♦								♦			
212	10.9	11.0	♦								♦			
212	11.0	11.1	♦								♦			
212	11.1	11.2	♦								♦			
212	11.2	11.3		♦	♦						♦			
212	11.3	11.4		♦	♦						♦			
212	11.4	11.5		♦	♦						♦			
212	11.5	11.6		♦	♦						♦			
212	11.6	11.7	♦								♦			
212	11.7	11.8												
212	11.8	11.9												
212	11.9	12.0												
212	12.1	12.2												
212	12.2	12.3												
212	12.3	12.4												
212	12.4	12.5												
212	12.5	12.6												
212	12.6	12.7												
212	12.7	12.8												
212	12.8	12.9												
212	12.9	13.0												
212	13.1	13.2												
212	13.2	13.3												
212	13.3	13.4												
212	13.4	13.5												
212	13.5	13.6												
212	13.6	13.7												
212	13.7	13.8												
212	13.8	13.9												
212	13.9	14.0												
212	14.0	14.1												
212	14.1	14.2												
212	14.2	14.3												
212	14.3	14.4												
212	14.4	14.5												
212	14.6	14.7												
212	14.7	14.8												
212	14.8	14.9												
212	14.9	15.0												

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
212	15.0	15.1												
212	15.1	15.2												
212	15.2	15.3												
212	15.3	15.4												
212	15.4	15.5												
212	15.5	15.6												
212	15.6	15.7												
212	15.7	15.8												
212	15.8	15.9												
212	15.9	16.0												
212	16.0	16.1												
212	16.1	16.2												
212	16.2	16.3												
212	16.2	16.3												
	Total Miles		4.20	3.70	3.70	0.00	0.00	0.40	0.00	0.00	7.70	1.40	0.00	0.00
230	0.0	0.1									♦			
230	0.1	0.2									♦			
230	0.2	0.3									♦			
230	0.3	0.4									♦			
230	0.4	0.5									♦			
230	0.5	0.6									♦			
230	0.6	0.7									♦			
230	0.7	0.8									♦			
230	0.8	0.9									♦			
230	0.9	1.0									♦			
230	1.0	1.1									♦			
230	1.1	1.2									♦			
230	1.2	1.3									♦			
230	1.3	1.4									♦			
230	1.4	1.5						♦			♦			
230	1.5	1.6									♦			
230	1.6	1.7									♦			
230	1.7	1.8									♦			
230	1.8	1.9									♦			
230	1.9	2.0									♦			
230	2.0	2.1									♦			
230	2.1	2.2									♦			
230	2.2	2.3	♦								♦			
230	2.3	2.4	♦								♦			
230	2.4	2.5	♦								♦			
230	2.5	2.6		♦							♦			
230	2.6	2.7		♦							♦			
230	2.7	2.8		♦							♦			
230	2.8	2.9		♦							♦			
230	2.9	3.0		♦							♦			
230	3.0	3.1						♦			♦			
230	3.1	3.2						♦			♦			
230	3.2	3.3						♦			♦			
230	3.3	3.4						♦			♦			
230	3.4	3.5						♦			♦			
230	3.5	3.6									♦			
230	3.6	3.7									♦			
230	3.7	3.8	♦								♦			
230	3.8	3.9									♦			
230	3.9	4.0									♦			
230	4.0	4.1	♦								♦			
230	4.1	4.2									♦			
230	4.2	4.3		♦							♦			
230	4.3	4.4	♦								♦			
230	4.4	4.5									♦			
230	4.5	4.6									♦			
230	4.6	4.7									♦			
230	4.7	4.8									♦			
230	4.8	4.9									♦			
230	4.9	5.0									♦			
230	5.0	5.1									♦			
230	5.1	5.2									♦			
230	5.2	5.3									♦			
230	5.3	5.4									♦			
230	5.4	5.5									♦			
230	5.5	5.6									♦			
230	5.6	5.7									♦			
230	5.7	5.8									♦			
230	5.8	5.9									♦			
230	5.9	6.0									♦			
230	6.0	6.1									♦			
230	6.1	6.2									♦			
230	6.2	6.3									♦			
230	6.3	6.4									♦			
230	6.4	6.5									♦			
230	6.5	6.6									♦			



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
230	6.6	6.7									♦			
230	6.7	6.8									♦			
230	6.8	6.9									♦			
230	6.9	7.0									♦			
230	7.0	7.1									♦			
230	7.1	7.2									♦			
230	7.2	7.3												
230	7.3	7.4												
230	7.4	7.5												
230	7.5	7.6												
230	7.6	7.7												
230	7.7	7.8												
230	7.8	7.9												
230	7.9	8.0												
230	8.0	8.1												
230	8.1	8.2												
230	8.2	8.3												
230	8.3	8.4												
230	8.4	8.5												
230	8.5	8.6												
230	8.6	8.7												
230	8.7	8.8												
230	8.8	8.9												
230	8.9	9.0												
230	9.0	9.1												
230	9.1	9.2		♦	♦						♦			
230	9.2	9.3		♦	♦						♦			
230	9.3	9.4		♦	♦						♦			
230	9.4	9.5		♦	♦						♦			
230	9.5	9.6		♦	♦						♦			
230	9.6	9.7		♦	♦						♦			
230	9.7	9.8		♦	♦						♦			
230	9.8	9.9	♦								♦			
230	9.9	10.0	♦	♦	♦						♦			
230	10.0	10.1	♦								♦			
230	10.1	10.2	♦	♦	♦						♦			
230	10.2	10.3		♦	♦						♦			
230	10.3	10.4		♦	♦						♦			
230	10.4	10.5		♦	♦						♦			
230	10.5	10.6	♦	♦	♦						♦			
230	10.6	10.7	♦	♦	♦						♦			
230	10.7	10.8		♦	♦						♦			
230	10.8	10.9		♦	♦						♦			
230	10.9	11.0		♦	♦						♦			
230	11.0	11.1												
230	11.1	11.2		♦	♦						♦			
230	11.2	11.3	♦								♦			
230	11.3	11.4		♦	♦						♦			
230	11.4	11.5		♦	♦						♦	♦		
230	11.5	11.6		♦	♦						♦	♦		
230	11.6	11.7		♦	♦						♦	♦		
230	11.7	11.8		♦	♦						♦	♦		
230	11.8	11.9		♦	♦						♦	♦		
230	11.9	12.0		♦	♦						♦	♦		
230	12.0	12.1		♦	♦						♦	♦		
230	12.1	12.2		♦	♦						♦	♦		
230	12.2	12.3		♦	♦						♦	♦		
230	12.3	12.4		♦	♦						♦	♦		
230	12.4	12.5		♦	♦						♦	♦		
230	12.5	12.6		♦	♦						♦	♦		
230	12.6	12.7		♦	♦						♦	♦		
230	12.7	12.8		♦	♦						♦	♦		
230	12.8	12.9		♦	♦						♦	♦		
230	12.9	13.0		♦	♦						♦	♦		
230	13.0	13.1		♦	♦						♦	♦		
230	13.1	13.2		♦	♦						♦	♦		
230	13.2	13.3		♦	♦						♦	♦		
230	13.3	13.4		♦	♦						♦	♦		
230	13.4	13.5		♦	♦						♦	♦		
230	13.5	13.6		♦	♦						♦	♦		
230	13.6	13.7		♦	♦						♦	♦		
230	13.7	13.8		♦	♦						♦	♦		
230	13.8	13.9		♦	♦						♦	♦		
230	13.9	14.0	♦								♦	♦		
230	14.0	14.1	♦								♦	♦		
230	14.1	14.2	♦								♦	♦		
230	14.2	14.3	♦								♦	♦		
230	14.3	14.4		♦	♦						♦	♦		
230	14.4	14.5		♦	♦						♦	♦		
230	14.5	14.6		♦	♦						♦	♦		
230	14.6	14.7		♦	♦						♦	♦		
230	14.7	14.8		♦	♦						♦	♦		

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
230	14.8	14.9		♦	♦						♦			
230	14.9	15.0		♦	♦									
230	15.0	15.1		♦	♦						♦			
230	15.1	15.2		♦										
230	15.2	15.3		♦										
230	15.3	15.4		♦										
230	15.4	15.5		♦										
230	15.5	15.6		♦		♦								
230	15.6	15.7		♦		♦								
230	15.7	15.8		♦		♦								
230	15.8	15.9		♦		♦								
230	15.9	16.0		♦		♦								
230	16.0	16.1		♦		♦								
230	16.1	16.2		♦		♦								
230	16.2	16.3		♦		♦								
230	16.3	16.4		♦		♦								
Total Miles			1.7	7.1	5.2	0.9	0.0	0.6	0.0	0.0	13.1	1.2	0.0	0.0
241	0.0	0.1		♦		♦								
241	0.1	0.2		♦		♦								
241	0.2	0.3		♦		♦								
241	0.3	0.4		♦		♦								
241	0.4	0.5		♦										
241	0.5	0.6		♦										
241	0.6	0.7		♦				♦						
241	0.7	0.8		♦										
241	0.8	0.9												
241	0.9	1.0												
241	1.0	1.1												
241	1.1	1.2												
241	1.2	1.3		♦										
241	1.3	1.4		♦										
241	1.4	1.5		♦										
241	1.5	1.6		♦										
241	1.6	1.7		♦										
241	1.7	1.8												
241	1.8	1.9												
241	1.9	2.0												
241	2.0	2.1		♦										
241	2.1	2.2		♦										
241	2.2	2.3		♦										
241	2.3	2.4		♦										
241	2.4	2.5		♦										
241	2.5	2.6		♦										
241	2.6	2.7		♦										
241	2.7	2.8		♦										
241	2.8	2.9		♦										
241	2.9	3.0		♦										
241	3.0	3.1		♦										
241	3.1	3.2		♦										
241	3.2	3.3		♦										
241	3.3	3.4		♦										
241	3.4	3.5		♦										
241	3.5	3.6		♦										
241	3.6	3.7		♦										
241	3.7	3.8		♦										
241	3.8	3.9		♦										
241	3.9	4.0		♦										
241	4.0	4.1		♦										
241	4.1	4.2		♦										
241	4.2	4.3		♦										
241	4.3	4.4		♦										
241	4.4	4.5		♦										
241	4.5	4.6		♦										
241	4.6	4.7		♦										
241	4.7	4.8		♦										
241	4.8	4.9		♦										
241	4.9	5.0		♦										
241	5.0	5.1		♦										
241	5.1	5.2		♦										
241	5.2	5.3		♦				♦						
241	5.3	5.4		♦										
241	5.4	5.5		♦										
241	5.5	5.6		♦										
241	5.6	5.7		♦										
241	5.7	5.8		♦										
241	5.8	5.9		♦										
241	5.9	6.0		♦										
241	6.0	6.1		♦										
241	6.1	6.2		♦			♦							
241	6.2	6.3		♦			♦		♦					
241	6.3	6.4		♦			♦							



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
241	6.4	6.5		♦		♦								
241	6.5	6.6		♦		♦								
241	6.6	6.7		♦										
241	6.7	6.8		♦										
241	6.8	6.9		♦										
241	6.9	7.0		♦										
241	7.0	7.1												
241	7.1	7.2												
241	7.2	7.3												
241	7.3	7.4												
241	7.4	7.5												
241	7.5	7.6												
241	7.6	7.7												
241	7.7	7.8		♦										
241	7.8	7.9			♦	♦		♦						
241	7.9	8.0			♦	♦		♦						
241	8.0	8.1			♦	♦		♦						
241	8.1	8.2			♦	♦		♦						
241	8.2	8.3			♦	♦		♦						
241	8.3	8.4			♦	♦								
241	8.4	8.5			♦	♦								
241	8.5	8.6		♦										
241	8.6	8.7		♦										
241	8.7	8.8		♦										
241	8.8	8.9		♦		♦								
241	8.9	9.0		♦		♦		♦						
241	9.0	9.1		♦		♦								
241	9.1	9.2		♦		♦								
241	9.2	9.3		♦		♦								
241	9.3	9.4		♦		♦								
241	9.4	9.5		♦		♦								
241	9.5	9.6		♦		♦								
241	9.6	9.7		♦		♦								
241	9.7	9.8												
241	9.8	9.9												
241	9.9	10.0												
241	10.0	10.1						♦						
241	10.1	10.2												
241	10.2	10.3												
241	10.3	10.4												
241	10.4	10.5												
241	10.5	10.6												
241	10.6	10.7			♦	♦								
241	10.7	10.8			♦	♦								
241	10.8	10.9			♦	♦								
241	10.9	11.0			♦	♦								
241	11.0	11.1			♦	♦								
241	11.1	11.2												
241	11.2	11.3												
241	11.3	11.4												
241	11.4	11.5						♦						
241	11.5	11.6						♦						
241	11.6	11.7												
241	11.7	11.8												
241	11.8	11.9												
241	11.9	12.0												
241	12.0	12.1												
241	12.1	12.2												
241	12.2	12.3												
241	12.3	12.4												
241	12.4	12.5												
241	12.5	12.6												
241	12.6	12.7		♦										
241	12.7	12.8												
241	12.8	12.9		♦	♦						♦			
241	12.9	13.0		♦	♦						♦			
241	13.0	13.1		♦	♦						♦			
241	13.1	13.2		♦	♦						♦			
241	13.2	13.3		♦	♦						♦			
241	13.3	13.4		♦	♦						♦			
241	13.4	13.5		♦	♦	♦					♦			
241	13.5	13.6		♦	♦	♦					♦			
241	13.6	13.7		♦	♦	♦					♦			
241	13.7	13.8		♦	♦	♦					♦			
241	13.8	13.9		♦	♦	♦					♦			
241	13.9	14.0		♦	♦	♦					♦			
241	14.0	14.1		♦	♦	♦					♦			
241	14.1	14.2		♦	♦			♦			♦			
241	14.2	14.3		♦	♦					♦	♦	♦		
241	14.3	14.4		♦	♦					♦	♦	♦	♦	
241	14.4	14.5		♦	♦					♦	♦	♦	♦	
241	14.5	14.6	♦							♦	♦			

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
241	14.6	14.7	♦							♦	♦			
241	14.7	14.8	♦							♦				
241	14.8	14.9	♦								♦			
241	14.9	15.0	♦								♦			
241	15.0	15.1	♦								♦			
241	15.1	15.2	♦								♦			
241	15.2	15.3	♦								♦			
241	15.3	15.4	♦	♦	♦						♦			
241	15.4	15.5	♦								♦			
241	15.5	15.6	♦								♦			
241	15.6	15.7	♦								♦			
241	15.7	15.8	♦								♦			
241	15.8	15.9		♦	♦						♦			
241	15.9	16.0		♦	♦						♦			
241	16.0	16.1		♦	♦						♦			
241	16.1	16.2		♦	♦						♦			
241	16.2	16.3		♦	♦						♦			
241	16.3	16.4		♦	♦						♦			
241	16.4	16.5		♦	♦						♦			
241	16.5	16.6		♦	♦						♦			
241	16.6	16.7		♦	♦	♦					♦			
241	16.7	16.8		♦	♦	♦					♦			
241	16.8	16.9		♦	♦	♦					♦			
241	16.9	17.0		♦	♦	♦		♦			♦			
241	17.0	17.1		♦	♦	♦					♦			
241	17.1	17.2		♦	♦	♦	♦				♦			
241	17.2	17.3		♦	♦	♦					♦			
241	17.3	17.4		♦	♦	♦					♦			
241	17.4	17.5		♦	♦	♦					♦			
241	17.5	17.6		♦	♦	♦					♦			
241	17.6	17.7	♦								♦			
241	17.7	17.8	♦								♦			
241	17.8	17.9	♦								♦			
241	17.9	18.0		♦	♦						♦			
241	18.0	18.1		♦	♦						♦			
241	18.1	18.2		♦	♦						♦			
241	18.2	18.3		♦	♦						♦			
241	18.3	18.4		♦	♦						♦			
241	18.4	18.5	♦								♦			
241	18.5	18.6	♦								♦			
241	18.6	18.7	♦								♦			
241	18.7	18.8		♦	♦						♦			
241	18.8	18.9		♦	♦						♦			
241	18.9	19.0		♦	♦						♦			
241	19.0	19.1		♦	♦						♦			
241	19.1	19.2		♦	♦	♦					♦			
241	19.2	19.3		♦	♦	♦					♦			
241	19.3	19.4		♦	♦	♦					♦			
241	19.4	19.5		♦	♦	♦					♦			
241	19.5	19.6		♦	♦	♦					♦			
241	19.6	19.7		♦	♦	♦					♦			
241	19.7	19.8		♦	♦	♦					♦			
241	19.8	19.9		♦	♦	♦					♦			
241	19.9	20.0		♦	♦	♦					♦			
241	20.0	20.1		♦	♦	♦					♦			
241	20.1	20.2		♦	♦	♦					♦			
241	20.2	20.3		♦	♦	♦					♦			
241	20.3	20.4		♦	♦	♦					♦			
241	20.4	20.5		♦	♦	♦					♦			
241	20.5	20.6		♦	♦	♦					♦			
241	20.6	20.7		♦	♦	♦					♦			
241	20.7	20.8		♦	♦	♦					♦			
241	20.8	20.9		♦	♦	♦					♦			
241	20.9	21.0		♦	♦	♦					♦			
241	21.0	21.1		♦	♦	♦					♦			
241	21.1	21.2		♦	♦	♦					♦			
241	21.2	21.3		♦	♦	♦					♦			
241	21.3	21.4		♦	♦	♦					♦			
241	21.4	21.5		♦	♦	♦					♦			
241	21.5	21.6		♦	♦	♦					♦			
241	21.6	21.7		♦	♦	♦					♦			
241	21.7	21.8		♦	♦	♦					♦			
241	21.8	21.9		♦	♦	♦					♦			
241	21.9	22.0		♦	♦	♦					♦			
241	22.0	22.1		♦	♦	♦					♦			
241	22.1	22.2		♦	♦	♦					♦			
241	22.2	22.3		♦	♦	♦					♦			
241	22.3	22.4		♦	♦	♦					♦			
241	22.4	22.5		♦	♦	♦					♦			
241	22.5	22.6		♦	♦	♦					♦			
241	22.6	22.7		♦	♦	♦					♦			
241	22.7	22.8		♦	♦	♦					♦			



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
241	22.8	22.9		♦		♦					♦			
241	22.9	23.0		♦	♦	♦					♦			
241	23.0	23.1		♦	♦	♦					♦			
241	23.1	23.2		♦	♦	♦					♦			
241	23.2	23.3		♦	♦	♦					♦			
241	23.3	23.4		♦	♦	♦					♦			
241	23.4	23.5		♦	♦	♦					♦			
241	23.5	23.6		♦	♦	♦					♦			
241	23.6	23.7		♦		♦					♦			
241	23.7	23.8		♦		♦					♦			
241	23.8	23.9		♦	♦	♦					♦			
241	23.9	24.0		♦	♦	♦					♦			
241	24.0	24.1		♦	♦	♦					♦			
241	24.1	24.2		♦	♦	♦					♦			
241	24.2	24.3		♦	♦	♦					♦			
241	24.3	24.4		♦	♦	♦					♦			
241	24.4	24.5		♦	♦	♦					♦			
241	24.5	24.6		♦	♦	♦					♦			
241	24.6	24.7		♦	♦	♦					♦			
241	24.7	24.8		♦	♦	♦					♦			
241	24.8	24.9		♦	♦	♦					♦			
241	24.9	25.0		♦	♦	♦					♦			
241	25.0	25.1		♦	♦	♦					♦			
241	25.1	25.2		♦	♦	♦					♦	♦		
241	25.2	25.3		♦	♦	♦					♦	♦		
241	25.3	25.4		♦	♦	♦					♦	♦		
241	25.4	25.5		♦	♦	♦					♦	♦		
241	25.5	25.6		♦	♦	♦					♦	♦		
241	25.6	25.7		♦	♦	♦					♦	♦		
241	25.7	25.8		♦	♦	♦					♦	♦		
241	25.8	25.9		♦	♦	♦					♦	♦		
241	25.9	26.0		♦	♦	♦					♦	♦		
241	26.0	26.1		♦	♦	♦		♦			♦	♦		
241	26.1	26.2		♦	♦	♦					♦	♦		
241	26.2	26.3		♦	♦	♦					♦	♦		
241	26.3	26.4		♦	♦	♦					♦	♦		
241	26.4	26.5		♦	♦	♦					♦	♦		
241	26.5	26.6		♦	♦	♦					♦	♦		
241	26.6	26.7		♦	♦	♦					♦	♦		
241	26.7	26.8		♦	♦	♦					♦	♦		
241	26.8	26.9		♦	♦	♦					♦	♦		
241	26.9	27.0		♦	♦	♦					♦	♦		
241	27.0	27.1		♦	♦	♦					♦	♦		
241	27.1	27.2	♦		♦	♦					♦	♦		
241	27.2	27.3	♦		♦	♦					♦	♦		
241	27.3	27.4		♦	♦	♦					♦	♦		
241	27.4	27.5		♦	♦	♦					♦	♦		
241	27.5	27.6		♦	♦	♦					♦	♦		
241	27.6	27.7		♦	♦	♦					♦	♦		
241	27.7	27.8		♦	♦	♦					♦	♦		
241	27.8	27.9		♦	♦	♦		♦			♦	♦	♦	
241	27.9	28.0		♦	♦	♦		♦			♦	♦	♦	
241	28.0	28.1		♦	♦	♦		♦			♦	♦	♦	
241	28.1	28.2		♦	♦	♦		♦			♦	♦	♦	
241	28.2	28.3		♦	♦	♦		♦			♦	♦	♦	
241	28.3	28.4	♦					♦			♦	♦	♦	
241	28.4	28.5	♦					♦			♦	♦	♦	
241	28.5	28.6	♦					♦			♦	♦	♦	
241	28.6	28.7		♦	♦			♦			♦	♦	♦	
241	28.7	28.8	♦					♦			♦	♦	♦	
241	28.8	28.9	♦					♦			♦	♦	♦	
241	28.9	29.0	♦					♦			♦	♦	♦	
241	29.0	29.1	♦								♦	♦	♦	
241	29.1	29.2	♦								♦	♦	♦	
241	29.2	29.3	♦								♦	♦	♦	
241	29.3	29.4	♦								♦	♦	♦	
241	29.4	29.5	♦								♦	♦	♦	
241	29.5	29.6		♦	♦						♦	♦	♦	
Total Miles			3.2	21.4	14.6	12.3	0.0	2.7	0.0	0.6	16.8	2.2	1.2	0.0
242	0.0	0.1		♦	♦						♦			
242	0.1	0.2		♦	♦			♦			♦		♦	
242	0.2	0.3		♦	♦			♦			♦		♦	
242	0.3	0.4		♦	♦			♦			♦		♦	
242	0.4	0.5		♦	♦			♦			♦		♦	
242	0.5	0.6	♦					♦			♦		♦	
242	0.6	0.7	♦					♦			♦		♦	
242	0.7	0.8	♦					♦			♦		♦	
242	0.8	0.9	♦					♦			♦		♦	
242	0.9	1.0									♦			
Total Miles			0.4	0.5	0.5	0.0	0.0	0.8	0.0	0.0	1.0	0.0	0.8	0.0

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
244	0.0	0.1	♦					♦			♦		♦	
244	0.1	0.2	♦											
244	0.2	0.3		♦	♦	♦		♦			♦		♦	
244	0.3	0.4		♦	♦	♦		♦			♦		♦	
244	0.4	0.5		♦	♦	♦		♦			♦		♦	
244	0.5	0.6		♦	♦	♦		♦			♦		♦	
244	0.6	0.7		♦	♦	♦					♦		♦	
244	0.7	0.8		♦	♦	♦		♦			♦		♦	
244	0.8	0.9		♦	♦	♦					♦			
244	0.9	1.0		♦	♦	♦					♦			
244	1.0	1.1		♦	♦	♦					♦			
244	1.1	1.2		♦	♦	♦					♦			
244	1.2	1.3			♦	♦					♦			
244	1.3	1.4		♦	♦	♦					♦			
244	1.4	1.5		♦	♦	♦					♦			
244	1.5	1.6		♦	♦	♦					♦			
244	1.6	1.7		♦	♦	♦					♦			
244	1.7	1.8		♦	♦	♦					♦			
244	1.8	1.9		♦	♦	♦					♦			
244	1.9	2.0		♦	♦	♦					♦			
244	2.0	2.1		♦	♦	♦					♦			
244	2.1	2.2		♦	♦	♦		♦			♦			
244	2.2	2.3		♦	♦	♦					♦			
244	2.3	2.4		♦	♦	♦					♦			
244	2.4	2.5			♦	♦					♦			
244	2.5	2.6		♦	♦	♦					♦			
244	2.6	2.7		♦	♦	♦					♦			
244	2.7	2.8		♦	♦	♦					♦			
244	2.8	2.9		♦	♦	♦					♦			
244	2.9	3.0		♦	♦	♦					♦			
244	3.0	3.1			♦	♦					♦			
244	3.1	3.2		♦	♦	♦					♦			
244	3.2	3.3		♦	♦	♦					♦			
244	3.3	3.4			♦	♦					♦			
244	3.4	3.5	♦								♦			
244	3.5	3.6	♦								♦			
244	3.6	3.7	♦								♦			
244	3.7	3.8		♦	♦			♦			♦			
244	3.8	3.9		♦	♦						♦			
244	3.9	4.0		♦	♦						♦			
244	4.0	4.1		♦	♦						♦			
244	4.1	4.2		♦	♦	♦					♦			
244	4.2	4.3		♦	♦	♦					♦			
244	4.3	4.4		♦	♦	♦					♦			
244	4.4	4.5		♦	♦	♦					♦			
244	4.5	4.6		♦	♦	♦					♦			
244	4.6	4.7		♦	♦	♦					♦			
244	4.7	4.8		♦	♦	♦					♦			
244	4.8	4.9		♦	♦	♦					♦			
244	4.9	5.0				♦		♦			♦			
244	5.0	5.1		♦	♦	♦					♦			
244	5.1	5.2		♦	♦	♦					♦			
244	5.2	5.3		♦	♦	♦					♦			
244	5.3	5.4		♦	♦	♦					♦			
244	5.4	5.5		♦	♦	♦					♦			
244	5.5	5.6		♦	♦	♦					♦			
244	5.6	5.7		♦	♦	♦					♦			
244	5.7	5.8		♦	♦	♦					♦			
244	5.8	5.9		♦	♦	♦					♦			
244	5.9	6.0		♦	♦	♦					♦			
244	6.0	6.1									♦			
Total Miles			0.5	5.2	5.5	5.2	0.0	1.2	0.0	0.0	6.1	0.0	0.8	0.0
270	0.0	0.1		♦	♦	♦					♦			
270	0.1	0.2		♦	♦	♦					♦			
270	0.2	0.3		♦	♦	♦					♦			
270	0.3	0.4		♦	♦	♦					♦			
270	0.4	0.5		♦	♦	♦					♦			
270	0.5	0.6		♦	♦	♦					♦			
270	0.6	0.7		♦	♦	♦					♦			
270	0.7	0.8		♦	♦	♦					♦			
270	0.8	0.9		♦	♦	♦					♦			
270	0.9	1.0		♦	♦	♦					♦			
270	1.0	1.1		♦	♦	♦		♦			♦			
270	1.1	1.2		♦	♦	♦		♦			♦			
270	1.2	1.3		♦	♦	♦		♦			♦			
270	1.3	1.4		♦	♦	♦					♦			
270	1.4	1.5		♦	♦	♦				♦	♦			
270	1.5	1.6		♦	♦	♦				♦	♦			
270	1.6	1.7		♦	♦	♦				♦	♦			
270	1.7	1.8	♦	♦	♦	♦				♦	♦			
270	1.8	1.9	♦							♦	♦			



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
270	1.9	2.0	♦								♦			
270	2.0	2.1	♦											
270	2.1	2.2	♦											
270	2.2	2.3	♦											
270	2.3	2.4	♦											
270	2.4	2.5		♦	♦	♦					♦			
270	2.5	2.6		♦	♦	♦					♦			
270	2.6	2.7		♦	♦	♦					♦			
270	2.7	2.8			♦	♦								
270	2.8	2.9		♦	♦	♦					♦			
270	2.9	3.0		♦	♦	♦					♦			
270	3.0	3.1		♦	♦	♦					♦			
270	3.1	3.2		♦	♦	♦					♦			
270	3.2	3.3		♦	♦	♦					♦			
270	3.3	3.4		♦	♦	♦					♦			
270	3.4	3.5		♦	♦	♦					♦			
270	3.5	3.6		♦	♦	♦					♦			
270	3.6	3.7		♦	♦	♦					♦			
270	3.7	3.8		♦	♦	♦					♦			
270	3.8	3.9		♦	♦	♦					♦			
270	3.9	4.0		♦	♦	♦					♦			
270	4.0	4.1		♦	♦	♦					♦			
270	4.1	4.2		♦	♦	♦					♦			
270	4.2	4.3			♦	♦								
Total Miles			0.7	3.5	3.7	3.6	0.0	0.4	0.0	0.5	3.7	0.4	0.0	0.0
291	0.0	0.1		♦	♦	♦					♦			
291	0.1	0.2		♦	♦	♦					♦			
291	0.2	0.3	♦											
291	0.3	0.4	♦								♦			
291	0.4	0.5	♦								♦			
291	0.5	0.6	♦								♦			
291	0.6	0.7		♦	♦						♦			
291	0.7	0.8		♦	♦	♦					♦			
291	0.8	0.9		♦	♦	♦					♦	♦		
291	0.9	1.0		♦	♦	♦					♦	♦		
291	1.0	1.1		♦	♦	♦					♦	♦		
291	1.1	1.2		♦	♦	♦					♦	♦		
291	1.2	1.3		♦	♦	♦					♦	♦		
291	1.3	1.4	♦					♦			♦	♦		
291	1.4	1.5	♦					♦			♦	♦		
291	1.5	1.6	♦					♦			♦	♦		
291	1.6	1.7		♦	♦	♦		♦			♦	♦		
291	1.7	1.8		♦	♦	♦		♦			♦	♦		
291	1.8	1.9		♦	♦	♦		♦			♦	♦		
291	1.9	2.0		♦	♦	♦		♦			♦	♦		
291	2.0	2.1		♦	♦	♦					♦	♦		
291	2.1	2.2		♦	♦	♦					♦	♦		
291	2.2	2.3		♦	♦	♦					♦	♦		
291	2.3	2.4	♦					♦			♦			
291	2.4	2.5	♦					♦						
291	2.5	2.6	♦											
291	2.6	2.7	♦											
291	2.7	2.8	♦											
291	2.8	2.9		♦	♦	♦					♦			
291	2.9	3.0		♦	♦	♦					♦			
291	3.0	3.1		♦	♦	♦					♦			
291	3.1	3.2		♦	♦	♦					♦			
291	3.2	3.3		♦	♦	♦					♦			
291	3.3	3.4		♦	♦	♦					♦			
291	3.4	3.5		♦	♦	♦					♦			
291	3.5	3.6		♦	♦	♦					♦			
291	3.6	3.7		♦	♦	♦					♦			
291	3.7	3.8		♦	♦	♦					♦			
291	3.8	3.9		♦	♦	♦					♦			
291	3.9	4.0		♦	♦	♦					♦			
291	4.0	4.1		♦	♦	♦					♦			
291	4.1	4.2		♦	♦	♦					♦			
291	4.2	4.3		♦	♦	♦					♦			
291	4.3	4.4		♦	♦	♦					♦			
291	4.4	4.5		♦	♦	♦		♦			♦		♦	
291	4.5	4.6		♦	♦	♦		♦			♦		♦	
291	4.6	4.7	♦					♦					♦	
291	4.7	4.8		♦	♦	♦		♦			♦		♦	
291	4.8	4.9		♦	♦	♦		♦			♦	♦	♦	
291	4.9	5.0		♦	♦	♦		♦			♦	♦	♦	
291	5.0	5.1		♦	♦	♦		♦			♦	♦	♦	
291	5.1	5.2		♦	♦	♦		♦			♦		♦	
291	5.2	5.3		♦	♦	♦		♦			♦		♦	
291	5.3	5.4		♦	♦	♦		♦			♦		♦	
291	5.4	5.5		♦				♦					♦	

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
291	5.5	5.6		♦	♦	♦		♦			♦		♦	
291	5.6	5.7		♦	♦	♦		♦			♦		♦	
291	5.7	5.8		♦	♦	♦		♦			♦		♦	
291	5.8	5.9	♦					♦					♦	
291	5.9	6.0	♦					♦					♦	
291	6.0	6.1		♦				♦					♦	
291	6.1	6.2		♦	♦	♦					♦			
291	6.2	6.3		♦	♦	♦					♦			
291	6.3	6.4		♦	♦	♦					♦			
291	6.4	6.5		♦	♦	♦					♦			
291	6.5	6.6		♦	♦	♦					♦			
291	6.6	6.7		♦	♦	♦					♦			
291	6.7	6.8		♦	♦	♦					♦			
291	6.8	6.9		♦	♦	♦					♦			
291	6.9	7.0		♦	♦	♦					♦			
291	7.0	7.1		♦	♦	♦					♦			
291	7.1	7.2		♦	♦	♦					♦			
291	7.2	7.3			♦	♦								
291	7.3	7.4		♦	♦	♦					♦			
291	7.4	7.5		♦	♦	♦					♦			
291	7.5	7.6		♦	♦	♦					♦		♦	
291	7.6	7.7		♦	♦	♦					♦		♦	
291	7.7	7.8		♦	♦	♦					♦		♦	
291	7.8	7.9		♦	♦	♦					♦		♦	
291	7.9	8.0	♦										♦	
291	8.0	8.1		♦	♦	♦					♦		♦	
291	8.1	8.2		♦	♦	♦					♦		♦	
291	8.2	8.3		♦	♦	♦					♦		♦	
291	8.3	8.4		♦	♦	♦					♦		♦	
291	8.4	8.5	♦										♦	
291	8.5	8.6	♦										♦	
291	8.6	8.7	♦										♦	
291	8.7	8.8	♦										♦	
291	8.8	8.9	♦										♦	
291	8.9	9.0	♦										♦	
291	9.0	9.1	♦										♦	
291	9.1	9.2	♦					♦					♦	
291	9.2	9.3	♦										♦	
291	9.3	9.4	♦										♦	
291	9.4	9.5	♦										♦	
291	9.5	9.6	♦										♦	
291	9.6	9.7	♦										♦	
291	9.7	9.8	♦					♦					♦	
291	9.8	9.9	♦					♦					♦	
291	9.9	10.0	♦					♦					♦	
291	10.0	10.1	♦					♦					♦	
291	10.1	10.2	♦					♦					♦	
291	10.2	10.3	♦					♦					♦	
291	10.3	10.4	♦					♦					♦	
291	10.4	10.5	♦					♦					♦	
291	10.5	10.6	♦					♦					♦	
291	10.6	10.7	♦					♦					♦	
291	10.7	10.8	♦					♦					♦	
291	10.8	10.9	♦					♦					♦	
291	10.9	11.0	♦					♦					♦	
291	11.0	11.1	♦					♦					♦	
291	11.1	11.2	♦					♦					♦	
291	11.2	11.3	♦					♦					♦	
291	11.3	11.4	♦					♦					♦	
291	11.4	11.5	♦					♦					♦	
291	11.5	11.6	♦					♦					♦	
291	11.6	11.7	♦					♦					♦	
291	11.7	11.8	♦					♦			♦		♦	
291	11.8	11.9	♦											
291	11.9	12.0	♦											
291	12.0	12.1	♦					♦			♦			
291	12.1	12.2	♦								♦			
291	12.2	12.3	♦								♦			
291	12.3	12.4	♦								♦			
291	12.4	12.5	♦								♦			
291	12.5	12.6		♦	♦	♦					♦			
291	12.6	12.7	♦					♦			♦			
291	12.7	12.8	♦					♦			♦			
291	12.8	12.9	♦					♦			♦			
291	12.9	13.0	♦					♦			♦			
291	13.0	13.1						♦						
291	13.1	13.2						♦						
291	13.2	13.3	♦					♦			♦			
291	13.3	13.4	♦	♦	♦			♦			♦	♦		
291	13.4	13.5		♦	♦	♦		♦				♦		
291	13.5	13.6	♦								♦			
291	13.6	13.7	♦								♦			



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
291	13.7	13.8	♦	♦	♦	♦					♦	♦		
291	13.8	13.9		♦	♦	♦					♦	♦		
291	13.9	14.0		♦	♦	♦		♦			♦	♦		
291	14.0	14.1	♦								♦			
291	14.1	14.2		♦	♦	♦					♦	♦		
291	14.2	14.3	♦								♦			
291	14.3	14.4	♦								♦			
Total Miles			6.9	7.4	7.3	6.4	0.0	6.1	0.0	0.0	9.4	2.4	6.0	0.0
293	0.0	0.1	♦								♦			
293	0.1	0.2		♦	♦						♦	♦		
293	0.2	0.3	♦	♦	♦	♦					♦	♦		
293	0.3	0.4	♦								♦			
293	0.4	0.5		♦	♦	♦					♦	♦		
293	0.5	0.6		♦	♦	♦					♦	♦		
293	0.6	0.7		♦	♦	♦					♦	♦		
293	0.7	0.8		♦	♦	♦					♦	♦		
293	0.8	0.9		♦	♦	♦					♦	♦		
293	0.9	1.0		♦	♦	♦					♦	♦		
293	1.0	1.1	♦								♦			
293	1.1	1.2	♦								♦			
293	1.2	1.3	♦								♦			
293	1.3	1.4		♦	♦	♦					♦	♦		
293	1.4	1.5	♦	♦	♦						♦			
293	1.5	1.6	♦								♦			
293	1.6	1.7	♦								♦			
293	1.7	1.8		♦	♦	♦					♦	♦		
293	1.8	1.9		♦	♦	♦					♦	♦		
293	1.9	2.0		♦	♦	♦		♦			♦	♦		
293	2.0	2.1		♦	♦	♦		♦			♦	♦		
293	2.1	2.2		♦	♦	♦		♦			♦	♦		
293	2.2	2.3		♦	♦	♦		♦			♦	♦		
293	2.3	2.4		♦	♦	♦		♦			♦	♦		
293	2.4	2.5		♦	♦	♦		♦			♦	♦		
293	2.5	2.6		♦	♦	♦		♦			♦	♦		
293	2.6	2.7		♦	♦	♦		♦			♦	♦		
293	2.7	2.8		♦	♦	♦		♦			♦	♦		
293	2.8	2.9		♦	♦	♦		♦			♦	♦		
293	2.9	3.0		♦	♦	♦		♦			♦	♦		
293	3.0	3.1		♦	♦	♦		♦			♦	♦		
293	3.1	3.2	♦	♦	♦	♦		♦			♦	♦		
293	3.2	3.3	♦					♦			♦			
293	3.3	3.4	♦					♦			♦			
293	3.4	3.5		♦	♦	♦		♦			♦	♦		
293	3.5	3.6		♦	♦	♦		♦			♦	♦		
293	3.6	3.7		♦	♦	♦		♦			♦	♦		
293	3.7	3.8		♦	♦	♦		♦			♦	♦		
293	3.8	3.9		♦	♦	♦		♦			♦	♦		
293	3.9	4.0	♦					♦			♦			
293	4.0	4.1	♦					♦			♦			
293	4.1	4.2	♦					♦			♦			
293	4.2	4.3		♦	♦	♦		♦			♦	♦		
293	4.3	4.4	♦					♦			♦			
293	4.4	4.5	♦					♦			♦			
293	4.5	4.6	♦								♦			
293	4.6	4.7	♦								♦			
293	4.7	4.8		♦	♦	♦					♦	♦		
293	4.8	4.9		♦	♦	♦		♦			♦	♦		
293	4.9	5.0		♦	♦	♦		♦			♦	♦		
293	5.0	5.1		♦	♦	♦		♦			♦	♦		
293	5.1	5.2	♦					♦			♦			
293	5.2	5.3		♦	♦	♦		♦			♦	♦		
293	5.3	5.4		♦	♦	♦		♦			♦	♦		
293	5.4	5.5	♦					♦			♦			
293	5.5	5.6	♦					♦			♦			
293	5.6	5.7	♦					♦			♦			
293	5.7	5.8		♦	♦	♦		♦			♦	♦		
293	5.8	5.9	♦	♦	♦	♦		♦			♦	♦		
293	5.9	6.0	♦					♦			♦			
293	6.0	6.1	♦					♦			♦			
293	6.1	6.2	♦					♦			♦			
293	6.2	6.3	♦					♦			♦			
293	6.3	6.4	♦					♦			♦			
293	6.4	6.5	♦					♦			♦			
293	6.5	6.6	♦					♦			♦			
293	6.6	6.7												
293	6.7	6.8	♦								♦			
293	6.8	6.9	♦					♦			♦			
293	6.9	7.0	♦					♦			♦			
293	7.0	7.1	♦								♦			
293	7.1	7.2	♦					♦			♦			
293	7.2	7.3	♦					♦			♦			

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
293	7.3	7.4	♦					♦			♦			
293	7.4	7.5						♦						
293	7.5	7.6	♦								♦			
293	7.6	7.7	♦								♦			
293	7.7	7.8		♦	♦	♦					♦			
293	7.8	7.9		♦	♦	♦					♦			
293	7.9	8.0												
293	8.0	8.1	♦								♦			
293	8.1	8.2	♦								♦			
293	8.2	8.3	♦					♦			♦			
293	8.3	8.4	♦								♦			
293	8.4	8.5	♦								♦			
293	8.5	8.6	♦								♦			
293	8.6	8.7	♦								♦			
293	8.7	8.8												
293	8.8	8.9		♦	♦	♦					♦			
293	8.9	9.0		♦	♦	♦					♦			
293	9.0	9.1		♦	♦	♦					♦			
293	9.1	9.2	♦								♦			
293	9.2	9.3	♦								♦			
293	9.3	9.4	♦								♦			
293	9.4	9.5	♦								♦			
293	9.5	9.6	♦								♦			
293	9.6	9.7	♦								♦			
293	9.7	9.8		♦	♦	♦					♦			
293	9.8	9.9			♦	♦								
293	9.9	10.0			♦	♦								
293	10.0	10.1			♦	♦								
293	10.1	10.2			♦	♦								
293	10.2	10.3												
293	10.3	10.4												
293	10.4	10.5												
293	10.5	10.6												
293	10.6	10.7												
293	10.7	10.8			♦	♦								
293	10.8	10.9												
293	10.9	11.0												
293	11.0	11.1												
293	11.1	11.2												
293	11.2	11.3												
293	11.3	11.4												
293	11.4	11.5												
293	11.5	11.6												
293	11.6	11.7												
293	11.7	11.8	♦					♦					♦	
293	11.8	11.9	♦					♦					♦	
293	11.9	12.0	♦					♦					♦	
293	12.0	12.1		♦				♦					♦	
293	12.1	12.2	♦	♦				♦					♦	
293	12.2	12.3	♦	♦	♦	♦		♦					♦	
293	12.3	12.4		♦	♦	♦		♦					♦	
293	12.4	12.5		♦	♦	♦		♦					♦	
293	12.5	12.6		♦	♦	♦		♦					♦	
293	12.6	12.7	♦					♦					♦	
293	12.7	12.8	♦					♦					♦	
293	12.8	12.9												
293	12.9	13.0						♦						
293	13.0	13.1												
293	13.1	13.2												
293	13.2	13.3												
293	13.3	13.4												
293	13.4	13.5												
293	13.5	13.6												
293	13.6	13.7												
293	13.7	13.8		♦										
293	13.8	13.9		♦										
293	13.9	14.0		♦										
293	14.0	14.1		♦										
293	14.1	14.2		♦										
293	14.2	14.3		♦										
293	14.3	14.4		♦										
293	14.4	14.5		♦				♦						
293	14.5	14.6		♦				♦						
293	14.6	14.7		♦										
293	14.7	14.8		♦										
293	14.8	14.9		♦										
293	14.9	15.0		♦										
293	15.0	15.1		♦										
293	15.1	15.2		♦		♦		♦					♦	
293	15.2	15.3		♦		♦		♦					♦	
293	15.3	15.4		♦		♦		♦					♦	
293	15.4	15.5		♦		♦		♦					♦	



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
293	15.5	15.6		♦		♦		♦					♦	
293	15.6	15.7		♦		♦		♦					♦	
293	15.7	15.8		♦		♦		♦					♦	
293	15.8	15.9		♦		♦		♦					♦	
293	15.9	16.0		♦		♦		♦					♦	
293	16.0	16.1		♦				♦					♦	
293	16.1	16.2		♦				♦					♦	
293	16.2	16.3		♦				♦					♦	
293	16.3	16.4	♦					♦					♦	
293	16.4	16.5	♦					♦					♦	
293	16.5	16.6	♦					♦					♦	
293	16.6	16.7		♦		♦		♦					♦	
293	16.7	16.8		♦		♦		♦					♦	
293	16.8	16.9		♦		♦		♦					♦	
293	16.9	17.0				♦		♦					♦	
293	17.0	17.1				♦		♦					♦	
293	17.1	17.2				♦		♦					♦	
293	17.2	17.3				♦		♦					♦	
293	17.3	17.4		♦		♦		♦					♦	
293	17.4	17.5		♦		♦		♦					♦	
293	17.5	17.6		♦		♦		♦					♦	
293	17.6	17.7		♦		♦		♦					♦	
293	17.7	17.8	♦					♦					♦	
293	17.8	17.9	♦					♦					♦	
293	17.9	18.0	♦					♦					♦	
293	18.0	18.1	♦					♦					♦	
293	18.1	18.2						♦						
293	18.2	18.3						♦						
293	18.3	18.4						♦						
293	18.4	18.5												
293	18.5	18.6						♦						
293	18.6	18.7												
293	18.7	18.8		♦	♦						♦			
293	18.8	18.9		♦	♦						♦			
293	18.9	19.0		♦	♦						♦			
293	19.0	19.1		♦	♦	♦					♦			
293	19.1	19.2		♦	♦	♦					♦			
293	19.2	19.3		♦	♦	♦					♦			
293	19.3	19.4	♦					♦			♦			
293	19.4	19.5	♦	♦	♦	♦		♦			♦			
293	19.5	19.6	♦								♦			
293	19.6	19.7	♦								♦			
293	19.7	19.8	♦					♦			♦			
293	19.8	19.9	♦					♦			♦			
293	19.9	20.0	♦								♦			
293	20.0	20.1	♦								♦			
293	20.1	20.2	♦					♦			♦			
293	20.2	20.3	♦					♦			♦			
293	20.3	20.4	♦					♦			♦			
293	20.4	20.5	♦								♦			
293	20.5	20.6												
293	20.6	20.7	♦	♦	♦			♦			♦			
293	20.7	20.8		♦	♦						♦			
293	20.8	20.9	♦								♦			
293	20.9	21.0	♦								♦			
293	21.0	21.1	♦	♦	♦	♦					♦			
293	21.1	21.2	♦								♦			
293	21.2	21.3	♦					♦			♦			
293	21.3	21.4	♦								♦			
293	21.4	21.5	♦								♦			
293	21.5	21.6	♦								♦			
Total Miles			8.8	9.4	6.4	7.4	0.0	10.8	0.0	0.0	11.8	0.9	8.4	0.0
310	0.0	0.1	♦								♦			
310	0.1	0.2	♦								♦			
310	0.2	0.3	♦								♦			
310	0.3	0.4												
310	0.4	0.5	♦					♦			♦			
310	0.5	0.6	♦					♦			♦			
310	0.6	0.7	♦								♦			
310	0.7	0.8	♦								♦			
310	0.8	0.9												
310	0.9	1.0	♦								♦			
310	1.0	1.1	♦								♦			
310	1.1	1.2	♦								♦			
310	1.2	1.3	♦								♦			
310	1.3	1.4	♦								♦			
310	1.4	1.5	♦								♦			
310	1.5	1.6	♦								♦			
310	1.6	1.7	♦								♦			
310	1.7	1.8	♦								♦			
310	1.8	1.9	♦								♦			

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
310	1.9	2.0	♦								♦			
310	2.0	2.1	♦								♦			
310	2.1	2.2	♦								♦			
310	2.2	2.3	♦								♦			
310	2.3	2.4	♦					♦			♦			
310	2.4	2.5	♦								♦			
310	2.5	2.6	♦								♦			
310	2.6	2.7	♦								♦			
310	2.7	2.8		♦	♦	♦					♦			
310	2.8	2.9		♦	♦	♦					♦			
310	2.9	3.0		♦	♦	♦					♦			
310	3.0	3.1		♦	♦	♦					♦			
310	3.1	3.2		♦	♦	♦					♦			
310	3.2	3.3		♦	♦	♦					♦			
310	3.3	3.4		♦	♦	♦				♦	♦	♦		
310	3.4	3.5		♦	♦	♦				♦	♦	♦		
310	3.5	3.6		♦	♦	♦	♦			♦	♦	♦		
310	3.6	3.7		♦	♦	♦	♦			♦	♦	♦		
310	3.7	3.8		♦	♦	♦	♦			♦	♦	♦		
310	3.8	3.9		♦	♦	♦	♦			♦	♦	♦		
310	3.9	4.0		♦	♦	♦	♦			♦	♦	♦		
310	4.0	4.1		♦	♦	♦	♦			♦	♦	♦		
310	4.1	4.2		♦	♦	♦	♦			♦	♦	♦		
310	4.2	4.3		♦	♦	♦	♦			♦	♦	♦		
310	4.3	4.4		♦	♦	♦	♦	♦		♦	♦	♦		
310	4.4	4.5		♦	♦	♦	♦			♦	♦	♦		
310	4.5	4.6		♦	♦	♦	♦			♦	♦	♦		
310	4.6	4.7		♦	♦	♦	♦			♦	♦	♦		
310	4.7	4.8		♦	♦	♦	♦			♦	♦	♦		
Total Miles			2.5	2.1	2.1	1.8	0.0	0.5	0.0	0.5	4.6	0.5	0.0	0.0
340	0.0	0.1		♦	♦	♦		♦			♦			
340	0.1	0.2		♦	♦	♦					♦			
340	0.2	0.3		♦	♦	♦					♦			
340	0.3	0.4		♦	♦	♦					♦			
340	0.4	0.5		♦	♦	♦					♦			
340	0.5	0.6		♦	♦	♦					♦			
340	0.6	0.7		♦	♦	♦					♦			
340	0.7	0.8		♦	♦	♦					♦			
340	0.8	0.9		♦	♦	♦					♦			
340	0.9	1.0		♦	♦	♦					♦			
340	1.0	1.1		♦	♦	♦					♦			
340	1.1	1.2		♦	♦	♦					♦			
340	1.2	1.3		♦	♦	♦					♦			
340	1.3	1.4		♦	♦	♦					♦			
340	1.4	1.5		♦	♦	♦					♦			
340	1.5	1.6		♦	♦	♦					♦			
340	1.6	1.7		♦	♦	♦					♦			
340	1.7	1.8		♦	♦	♦					♦			
340	1.8	1.9		♦	♦	♦					♦			
340	1.9	2.0		♦	♦	♦					♦			
340	2.0	2.1		♦	♦	♦					♦			
340	2.1	2.2		♦	♦	♦					♦			
340	2.2	2.3		♦	♦	♦		♦			♦			
340	2.3	2.4		♦	♦	♦					♦			
340	2.4	2.5		♦	♦	♦					♦			
340	2.5	2.6		♦	♦	♦					♦			
340	2.6	2.7			♦	♦								
340	2.7	2.8		♦		♦								
340	2.8	2.9		♦		♦		♦						
340	2.9	3.0		♦		♦								
340	3.0	3.1				♦								
340	3.1	3.2			♦	♦								
340	3.2	3.3			♦	♦								
340	3.3	3.4			♦	♦								
340	3.4	3.5			♦	♦								
340	3.5	3.6			♦	♦								
340	3.6	3.7			♦	♦								
340	3.7	3.8			♦	♦								
340	3.8	3.9			♦	♦		♦						
340	3.9	4.0			♦	♦								
340	4.0	4.1			♦	♦								
340	4.1	4.2			♦	♦								
340	4.2	4.3			♦	♦								
340	4.3	4.4			♦	♦		♦						
340	4.4	4.5			♦	♦								
340	4.5	4.6			♦	♦								
340	4.6	4.7			♦	♦								
340	4.7	4.8			♦	♦								
340	4.8	4.9			♦	♦								
340	4.9	5.0			♦	♦								
340	5.0	5.1			♦	♦		♦						



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
340	5.1	5.2			♦	♦								
340	5.2	5.3			♦	♦								
340	5.3	5.4			♦	♦								
340	5.4	5.5			♦	♦								
340	5.5	5.6												
340	5.6	5.7												
340	5.7	5.8												
340	5.8	5.9			♦	♦								
340	5.9	6.0			♦	♦		♦						
340	6.0	6.1			♦	♦								
340	6.1	6.2			♦	♦								
340	6.2	6.3			♦	♦								
340	6.3	6.4			♦	♦								
340	6.4	6.5			♦	♦								
340	6.5	6.6			♦	♦								
340	6.6	6.7			♦	♦								
340	6.7	6.8			♦	♦								
340	6.8	6.9		♦	♦	♦		♦						
340	6.9	7.0		♦		♦								
340	7.0	7.1		♦										
340	7.1	7.2		♦										
340	7.2	7.3		♦										
340	7.3	7.4		♦										
340	7.4	7.5												
340	7.5	7.6												
340	7.6	7.7												
340	7.7	7.8		♦										
340	7.8	7.9			♦	♦								
340	7.9	8.0			♦	♦								
340	8.0	8.1			♦	♦								
340	8.1	8.2			♦	♦		♦						
340	8.2	8.3			♦	♦		♦						
340	8.3	8.4			♦	♦		♦						
340	8.4	8.5			♦	♦		♦						
Total Miles			0.0	3.7	7.0	7.4	0.0	1.1	0.0	0.0	2.6	0.0	0.0	0.0
362	0.0	0.1			♦	♦		♦						
362	0.1	0.2			♦	♦		♦						
362	0.2	0.3		♦		♦		♦						
362	0.3	0.4		♦		♦								
362	0.4	0.5		♦		♦								
362	0.5	0.6		♦	♦	♦					♦			
362	0.6	0.7		♦	♦	♦					♦			
362	0.7	0.8		♦	♦	♦					♦			
362	0.8	0.9		♦	♦	♦					♦			
362	0.9	1.0		♦	♦	♦					♦			
362	1.0	1.1		♦	♦	♦					♦			
362	1.1	1.2		♦	♦	♦					♦			
362	1.2	1.3		♦	♦	♦					♦			
362	1.3	1.4		♦	♦	♦					♦			
362	1.4	1.5		♦	♦	♦					♦			
362	1.5	1.6		♦	♦	♦					♦			
362	1.6	1.7		♦	♦	♦					♦			
362	1.7	1.8		♦	♦	♦					♦			
362	1.8	1.9		♦	♦	♦					♦			
362	1.9	2.0		♦	♦	♦					♦			
362	2.0	2.1		♦	♦	♦		♦			♦			
362	2.1	2.2		♦	♦	♦					♦			
362	2.2	2.3		♦	♦	♦					♦			
362	2.3	2.4		♦	♦	♦					♦			
362	2.4	2.5		♦	♦	♦					♦			
362	2.5	2.6		♦	♦	♦					♦			
362	2.6	2.7		♦	♦	♦					♦			
362	2.7	2.8		♦	♦	♦					♦			
362	2.8	2.9		♦	♦	♦					♦			
362	2.9	3.0		♦	♦	♦					♦			
362	3.0	3.1		♦	♦	♦					♦			
362	3.1	3.2		♦	♦	♦					♦			
362	3.2	3.3		♦	♦	♦					♦			
362	3.3	3.4		♦	♦	♦					♦			
362	3.4	3.5		♦	♦	♦					♦			
362	3.5	3.6		♦	♦	♦		♦			♦			
362	3.6	3.7		♦	♦	♦					♦			
362	3.7	3.8		♦	♦	♦		♦			♦			
362	3.8	3.9		♦	♦	♦		♦			♦			
362	3.9	4.0		♦	♦	♦					♦			
362	4.0	4.1		♦	♦	♦					♦			
362	4.1	4.2		♦	♦	♦					♦			
362	4.2	4.3		♦	♦	♦					♦			
362	4.3	4.4		♦	♦	♦					♦			
362	4.4	4.5		♦	♦	♦					♦			
362	4.5	4.6		♦	♦	♦					♦			

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
362	4.6	4.7		♦	♦	♦					♦			
362	4.7	4.8		♦	♦	♦					♦			
362	4.8	4.9		♦	♦	♦					♦			
362	4.9	5.0		♦	♦	♦					♦			
362	5.0	5.1		♦	♦	♦					♦			
362	5.1	5.2		♦	♦	♦					♦			
362	5.2	5.3		♦	♦	♦					♦			
362	5.3	5.4		♦	♦	♦					♦			
362	5.4	5.5		♦	♦	♦		♦			♦			
362	5.5	5.6		♦	♦	♦					♦			
362	5.6	5.7		♦	♦	♦					♦			
362	5.7	5.8		♦	♦	♦					♦			
362	5.8	5.9		♦	♦	♦					♦			
362	5.9	6.0		♦	♦	♦					♦			
362	6.0	6.1		♦	♦	♦					♦			
362	6.1	6.2		♦	♦	♦					♦	♦		
362	6.2	6.3		♦	♦	♦					♦	♦		
362	6.3	6.4		♦	♦	♦					♦	♦		
362	6.4	6.5		♦	♦	♦					♦	♦		
362	6.5	6.6		♦	♦	♦					♦	♦		
362	6.6	6.7		♦	♦	♦					♦	♦		
362	6.7	6.8		♦	♦	♦					♦	♦		
362	6.8	6.9		♦	♦	♦					♦	♦		
362	6.9	7.0		♦	♦	♦		♦			♦	♦		
362	7.0	7.1		♦	♦	♦					♦	♦		
362	7.1	7.2		♦	♦	♦		♦			♦	♦		
362	7.2	7.3		♦	♦	♦					♦	♦		
362	7.3	7.4		♦	♦	♦					♦	♦		
362	7.4	7.5		♦	♦	♦		♦			♦	♦		
362	7.5	7.6		♦	♦	♦					♦	♦		
362	7.6	7.7		♦	♦	♦					♦	♦		
362	7.7	7.8		♦	♦	♦					♦	♦		
362	7.8	7.9		♦	♦	♦					♦	♦		
362	7.9	8.0		♦	♦	♦					♦	♦		
362	8.0	8.1		♦	♦	♦					♦	♦		
362	8.1	8.2		♦	♦	♦					♦	♦		
362	8.2	8.3		♦	♦	♦					♦	♦		
362	8.3	8.4		♦	♦	♦					♦	♦		
362	8.4	8.5		♦	♦	♦					♦	♦		
362	8.5	8.6	♦								♦			
362	8.6	8.7	♦					♦			♦			
362	8.7	8.8	♦								♦			
362	8.8	8.9	♦								♦			
362	8.9	9.0		♦	♦						♦	♦		
362	9.0	9.1		♦	♦						♦	♦		
362	9.1	9.2		♦	♦			♦			♦	♦		
362	9.2	9.3		♦	♦	♦					♦	♦		
362	9.3	9.4		♦	♦	♦					♦	♦		
362	9.4	9.5		♦	♦	♦					♦	♦		
362	9.5	9.6		♦	♦	♦					♦	♦		
362	9.6	9.7		♦	♦	♦					♦	♦		
362	9.7	9.8		♦	♦	♦					♦	♦		
362	9.8	9.9		♦	♦	♦					♦	♦		
Total Miles			0.4	9.3	9.2	9.2	0.0	1.5	0.0	0.0	9.4	2.8	0.0	0.0
363	0.0	0.1		♦	♦	♦					♦			
363	0.1	0.2	♦								♦			
363	0.2	0.3	♦								♦			
363	0.3	0.4	♦								♦			
363	0.4	0.5	♦								♦			
363	0.5	0.6	♦								♦			
363	0.6	0.7	♦					♦			♦			
363	0.7	0.8	♦								♦			
363	0.8	0.9	♦								♦			
363	0.9	1.0	♦								♦			
363	1.0	1.1	♦								♦			
363	1.1	1.2	♦								♦			
363	1.2	1.3	♦								♦			
363	1.3	1.4	♦								♦			
363	1.4	1.5	♦								♦			
363	1.5	1.6	♦					♦			♦			
363	1.6	1.7	♦					♦			♦			
363	1.7	1.8	♦					♦			♦			
363	1.8	1.9	♦					♦			♦			
363	1.9	2.0	♦								♦			
363	2.0	2.1	♦								♦			
363	2.1	2.2		♦	♦						♦			
363	2.2	2.3		♦	♦						♦			
363	2.3	2.4		♦	♦						♦			
363	2.4	2.5		♦	♦						♦			
363	2.5	2.6		♦	♦						♦			
363	2.6	2.7		♦	♦						♦			



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
363	2.7	2.8		♦	♦						♦			
363	2.8	2.9	♦								♦			
363	2.9	3.0	♦					♦			♦			
363	3.0	3.1	♦								♦			
363	3.1	3.2	♦								♦			
363	3.2	3.3	♦								♦			
363	3.3	3.4	♦								♦			
363	3.4	3.5		♦	♦	♦					♦			
363	3.5	3.6		♦	♦	♦		♦			♦			
363	3.6	3.7		♦	♦	♦					♦			
363	3.7	3.8		♦	♦	♦					♦			
363	3.8	3.9		♦	♦	♦					♦			
363	3.9	4.0		♦	♦	♦					♦			
363	4.0	4.1		♦	♦	♦					♦			
363	4.1	4.2		♦	♦	♦					♦			
363	4.2	4.3		♦	♦	♦					♦			
363	4.3	4.4		♦	♦	♦					♦			
363	4.4	4.5		♦	♦	♦					♦			
363	4.5	4.6		♦	♦	♦					♦			
363	4.6	4.7		♦	♦	♦		♦			♦		♦	
363	4.7	4.8		♦	♦	♦		♦			♦		♦	
363	4.8	4.9		♦	♦	♦		♦			♦		♦	
363	4.9	5.0		♦	♦	♦		♦			♦		♦	
363	5.0	5.1		♦	♦	♦		♦			♦		♦	
363	5.1	5.2		♦	♦	♦		♦			♦		♦	
363	5.2	5.3		♦	♦	♦		♦			♦		♦	
363	5.3	5.4		♦	♦	♦		♦			♦		♦	
363	5.4	5.5		♦	♦	♦		♦			♦		♦	
363	5.5	5.6		♦	♦	♦					♦			
363	5.6	5.7		♦	♦	♦		♦			♦		♦	
363	5.7	5.8		♦										
363	5.8	5.9												
363	5.9	6.0						♦						
363	6.0	6.1			♦	♦								
363	6.1	6.2			♦	♦								
363	6.2	6.3			♦	♦								
363	6.3	6.4			♦	♦								
363	6.4	6.5			♦	♦								
363	6.5	6.6			♦	♦								
363	6.6	6.7			♦	♦								
363	6.7	6.8			♦	♦								
363	6.8	6.9			♦	♦								
363	6.9	7.0			♦	♦		♦						
363	7.0	7.1			♦	♦								
363	7.1	7.2			♦	♦								
363	7.2	7.3			♦	♦								
363	7.3	7.4			♦	♦								
363	7.4	7.5			♦	♦								
363	7.5	7.6			♦	♦								
363	7.6	7.7			♦	♦								
363	7.7	7.8			♦	♦								
363	7.8	7.9			♦	♦								
363	7.9	8.0			♦	♦								
363	8.0	8.1			♦	♦								
363	8.1	8.2			♦	♦								
363	8.2	8.3			♦	♦								
363	8.3	8.4			♦	♦								
363	8.4	8.5			♦	♦								
363	8.5	8.6		♦	♦	♦								
363	8.6	8.7		♦	♦	♦					♦			
363	8.7	8.8		♦	♦	♦					♦			
363	8.8	8.9			♦	♦								
363	8.9	9.0	♦								♦			
363	9.0	9.1	♦								♦			
363	9.1	9.2	♦								♦			
363	9.2	9.3		♦	♦						♦			
363	9.3	9.4		♦	♦						♦			
363	9.4	9.5	♦	♦	♦			♦			♦			
363	9.5	9.6	♦								♦			
363	9.6	9.7	♦								♦			
363	9.7	9.8	♦								♦			
363	9.8	9.9		♦	♦	♦					♦			
363	9.9	10.0		♦	♦	♦					♦			
363	10.0	10.1		♦	♦	♦					♦			
363	10.1	10.2		♦	♦	♦					♦			
363	10.2	10.3		♦	♦	♦					♦			
363	10.3	10.4		♦	♦	♦					♦			
363	10.4	10.5		♦	♦	♦					♦			
363	10.5	10.6		♦	♦	♦					♦			
363	10.6	10.7		♦	♦	♦					♦		♦	
363	10.7	10.8		♦	♦	♦					♦		♦	
363	10.8	10.9		♦		♦							♦	

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
363	10.9	11.0		♦	♦	♦					♦		♦	
363	11.0	11.1		♦	♦	♦					♦		♦	
363	11.1	11.2		♦	♦	♦					♦		♦	
363	11.2	11.3		♦	♦	♦					♦		♦	
363	11.3	11.4		♦	♦	♦					♦		♦	
363	11.4	11.5		♦	♦	♦					♦		♦	
363	11.5	11.6		♦	♦	♦					♦		♦	
363	11.6	11.7		♦	♦	♦					♦		♦	
	Total Miles		3.3	5.7	8.1	7.2	0.0	2.2	0.0	0.0	8.6	0.0	2.1	0.0
669	0.0	0.1		♦	♦	♦					♦		♦	
669	0.1	0.2		♦	♦	♦					♦		♦	
669	0.2	0.3		♦	♦	♦					♦		♦	
669	0.3	0.4		♦	♦	♦					♦		♦	
669	0.4	0.5		♦	♦	♦					♦		♦	
669	0.5	0.6		♦	♦	♦					♦		♦	
669	0.6	0.7		♦	♦	♦					♦		♦	
669	0.7	0.8		♦	♦	♦					♦		♦	
669	0.8	0.9		♦	♦	♦					♦		♦	
669	0.9	1.0		♦	♦	♦					♦		♦	
669	1.0	1.1		♦	♦	♦					♦	♦	♦	
669	1.1	1.2		♦	♦	♦					♦		♦	
669	1.2	1.3		♦	♦	♦		♦			♦		♦	
669	1.3	1.4		♦	♦	♦		♦			♦		♦	
669	1.4	1.5		♦	♦	♦					♦		♦	
669	1.5	1.6		♦	♦	♦					♦		♦	
669	1.6	1.7		♦	♦	♦					♦		♦	
669	1.7	1.8		♦	♦	♦					♦		♦	
669	1.8	1.9		♦	♦	♦					♦		♦	
669	1.9	2.0		♦	♦	♦		♦			♦		♦	
669	2.0	2.1		♦	♦	♦		♦			♦		♦	
669	2.1	2.2		♦	♦	♦					♦		♦	
669	2.2	2.3		♦	♦	♦					♦		♦	
669	2.3	2.4		♦	♦	♦					♦		♦	
669	2.4	2.5		♦	♦	♦					♦		♦	
669	2.5	2.6		♦	♦	♦		♦			♦		♦	
669	2.6	2.7		♦	♦	♦		♦			♦		♦	
669	2.7	2.8		♦	♦	♦					♦		♦	
669	2.8	2.9		♦	♦	♦					♦		♦	
669	2.9	3.0		♦	♦	♦					♦		♦	
669	3.0	3.1		♦	♦	♦					♦		♦	
669	3.1	3.2		♦	♦	♦					♦		♦	
669	3.2	3.3		♦	♦	♦					♦		♦	
669	3.3	3.4		♦	♦	♦					♦		♦	
669	3.4	3.5		♦	♦	♦					♦		♦	
669	3.5	3.6		♦	♦	♦					♦		♦	
669	3.6	3.7		♦	♦	♦					♦		♦	
669	3.7	3.8		♦	♦	♦					♦		♦	
669	3.8	3.9		♦	♦	♦					♦		♦	
669	3.9	4.0		♦	♦	♦					♦		♦	
669	4.0	4.1		♦	♦	♦					♦		♦	
669	4.1	4.2		♦	♦	♦		♦			♦		♦	
669	4.2	4.3		♦	♦	♦		♦			♦		♦	
669	4.3	4.4		♦	♦	♦		♦			♦		♦	
669	4.4	4.5		♦	♦	♦		♦			♦		♦	
669	4.5	4.6		♦	♦	♦		♦			♦		♦	
669	4.6	4.7		♦	♦	♦		♦			♦		♦	
669	4.7	4.8		♦	♦	♦		♦			♦		♦	
669	4.8	4.9		♦	♦	♦		♦	♦		♦		♦	
669	4.9	5.0		♦	♦	♦		♦	♦		♦		♦	
669	5.0	5.1		♦	♦	♦		♦	♦		♦		♦	
669	5.1	5.2		♦	♦	♦		♦	♦		♦		♦	
669	5.2	5.3		♦	♦	♦		♦	♦		♦		♦	
669	5.3	5.4		♦	♦	♦		♦	♦		♦		♦	
669	5.4	5.5		♦	♦	♦		♦	♦		♦		♦	
669	5.5	5.6	♦					♦			♦		♦	
669	5.6	5.7	♦					♦			♦		♦	
669	5.7	5.8	♦					♦			♦		♦	
669	5.8	5.9		♦	♦	♦		♦			♦	♦	♦	
669	5.9	6.0	♦					♦			♦		♦	
669	6.0	6.1	♦					♦			♦		♦	
669	6.1	6.2	♦					♦			♦		♦	
669	6.2	6.3		♦	♦			♦			♦		♦	
669	6.3	6.4		♦	♦			♦			♦		♦	
669	6.4	6.5		♦	♦			♦			♦		♦	
669	6.5	6.6		♦	♦			♦			♦		♦	
669	6.6	6.7		♦	♦			♦			♦		♦	
669	6.7	6.8		♦	♦			♦			♦		♦	
669	6.8	6.9		♦	♦			♦			♦		♦	
669	6.9	7.0		♦	♦			♦			♦		♦	
669	7.0	7.1		♦	♦			♦			♦		♦	
669	7.1	7.2		♦	♦			♦			♦		♦	



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
669	7.2	7.3		♦	♦						♦			
669	7.3	7.4		♦	♦			♦			♦			
669	7.4	7.5		♦	♦						♦			
669	7.5	7.6		♦	♦						♦			
669	7.6	7.7		♦	♦						♦			
669	7.7	7.8		♦	♦						♦			
669	7.8	7.9		♦	♦						♦			
669	7.9	8.0		♦	♦			♦			♦			
669	8.0	8.1		♦	♦						♦			
669	8.1	8.2		♦	♦						♦			
669	8.2	8.3		♦	♦						♦			
669	8.3	8.4		♦	♦						♦			
669	8.4	8.5		♦	♦						♦			
669	8.5	8.6		♦	♦						♦			
669	8.6	8.7		♦	♦						♦			
669	8.7	8.8		♦	♦						♦			
669	8.8	8.9		♦	♦					♦	♦			
669	8.9	9.0		♦	♦					♦	♦			
669	9.0	9.1		♦	♦					♦	♦			
669	9.1	9.2		♦	♦			♦		♦	♦			
669	9.2	9.3		♦	♦			♦		♦	♦			
669	9.3	9.4		♦	♦					♦	♦			
669	9.4	9.5		♦	♦					♦	♦			
669	9.5	9.6		♦	♦					♦	♦			
669	9.6	9.7		♦	♦					♦	♦			
669	9.7	9.8		♦	♦					♦	♦			
669	9.8	9.9		♦	♦					♦	♦			
669	9.9	10.0	♦								♦			
669	10.0	10.1	♦								♦			
669	10.1	10.2		♦										
669	10.2	10.3												
669	10.3	10.4												
669	10.4	10.5		♦	♦						♦			
669	10.5	10.6		♦	♦						♦			
669	10.6	10.7		♦	♦			♦			♦			
669	10.7	10.8	♦								♦			
669	10.8	10.9	♦								♦			
669	10.9	11.0	♦								♦			
669	11.0	11.1	♦								♦			
669	11.1	11.2	♦								♦			
669	11.2	11.3	♦								♦			
669	11.3	11.4	♦								♦			
669	11.4	11.5	♦								♦			
669	11.5	11.6	♦								♦			
669	11.6	11.7	♦								♦			
669	11.7	11.8	♦					♦			♦			
669	11.8	11.9	♦								♦			
669	11.9	12.0	♦								♦			
669	12.0	12.1	♦								♦			
669	12.1	12.2		♦	♦	♦					♦		♦	
669	12.2	12.3		♦	♦	♦	♦				♦		♦	
669	12.3	12.4	♦	♦	♦						♦			
669	12.4	12.5	♦								♦			
669	12.5	12.6	♦					♦			♦			
669	12.6	12.7	♦								♦			
669	12.7	12.8		♦	♦						♦		♦	
669	12.8	12.9		♦	♦						♦		♦	
669	12.9	13.0		♦	♦						♦		♦	
669	13.0	13.1		♦	♦		♦				♦		♦	
669	13.1	13.2		♦	♦		♦				♦		♦	
669	13.2	13.3	♦								♦			
669	13.3	13.4	♦								♦		♦	
669	13.4	13.5		♦	♦						♦		♦	
669	13.5	13.6		♦	♦						♦		♦	
669	13.6	13.7		♦	♦			♦			♦		♦	
669	13.7	13.8		♦	♦		♦	♦			♦		♦	
669	13.8	13.9		♦	♦			♦			♦		♦	
669	13.9	14.0		♦	♦			♦			♦		♦	
669	14.0	14.1		♦	♦						♦		♦	
669	14.1	14.2		♦	♦						♦		♦	
669	14.2	14.3		♦	♦						♦		♦	
669	14.3	14.4		♦	♦			♦			♦		♦	
669	14.4	14.5		♦	♦						♦		♦	
669	14.5	14.6		♦	♦						♦		♦	
669	14.6	14.7		♦	♦						♦		♦	
669	14.7	14.8	♦					♦			♦			
669	14.8	14.9	♦											
669	14.9	15.0	♦											
669	15.0	15.1	♦											
669	15.1	15.2	♦					♦						
669	15.2	15.3	♦											
669	15.3	15.4												

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
669	15.4	15.5												
669	15.5	15.6												
669	15.6	15.7												
669	15.7	15.8						♦						
669	15.8	15.9						♦						
669	15.9	16.0												
669	16.0	16.1												
669	16.1	16.2												
669	16.2	16.3												
669	16.3	16.4												
669	16.4	16.5												
669	16.5	16.6												
669	16.6	16.7												
669	16.7	16.8			♦	♦							♦	
669	16.8	16.9			♦	♦							♦	
669	16.9	17.0			♦	♦		♦					♦	
669	17.0	17.1												
669	17.1	17.2												
669	17.2	17.3												
669	17.3	17.4			♦	♦								
669	17.4	17.5												
669	17.5	17.6												
669	17.6	17.7												
669	17.7	17.8												
669	17.8	17.9												
669	17.9	18.0						♦						
669	18.0	18.1						♦						
669	18.1	18.2			♦	♦								
669	18.2	18.3												
669	18.3	18.4												
669	18.4	18.5												
669	18.5	18.6												
669	18.6	18.7												
669	18.7	18.8												
669	18.8	18.9						♦						
669	18.9	19.0						♦						
669	19.0	19.1												
669	19.1	19.2												
669	19.2	19.3						♦						
669	19.3	19.4												
669	19.4	19.5			♦	♦								
669	19.5	19.6			♦	♦								
669	19.6	19.7			♦	♦								
669	19.7	19.8												
669	19.8	19.9												
669	19.9	20.0												
669	20.0	20.1			♦	♦								
669	20.1	20.2			♦	♦		♦						
669	20.2	20.3												
669	20.3	20.4												
669	20.4	20.5												
669	20.5	20.6												
669	20.6	20.7												
669	20.7	20.8						♦						
669	20.8	20.9												
669	20.9	21.0												
669	21.0	21.1												
669	21.1	21.2												
669	21.2	21.3												
669	21.3	21.4						♦						
669	21.4	21.5												
669	21.5	21.6												
669	21.6	21.7												
669	21.7	21.8												
669	21.8	21.9						♦						
669	21.9	22.0												
669	22.0	22.1												
669	22.1	22.2						♦						
669	22.2	22.3												
669	22.3	22.4												
669	22.4	22.5												
669	22.5	22.6												
669	22.6	22.7												
669	22.7	22.8												
669	22.8	22.9						♦						
669	22.9	23.0												
669	23.0	23.1												
669	23.1	23.2												
669	23.2	23.3						♦						
669	23.3	23.4												
669	23.4	23.5						♦						
669	23.5	23.6												



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
669	23.6	23.7												
669	23.7	23.8						♦						
669	23.8	23.9												
669	23.9	24.0						♦						
669	24.0	24.1												
669	24.1	24.2						♦						
669	24.2	24.3						♦						
669	24.3	24.4												
669	24.4	24.5												
669	24.5	24.6												
669	24.6	24.7												
669	24.7	24.8												
669	24.8	24.9												
669	24.9	25.0						♦						
669	25.0	25.1												
669	25.1	25.2						♦						
669	25.2	25.3												
669	25.3	25.4												
669	25.4	25.5												
669	25.5	25.6												
669	25.6	25.7												
669	25.7	25.8			♦	♦								
669	25.8	25.9			♦	♦		♦					♦	
669	25.9	26.0						♦					♦	
669	26.0	26.1						♦					♦	
669	26.1	26.2						♦					♦	
669	26.2	26.3			♦	♦		♦					♦	
669	26.3	26.4			♦	♦		♦					♦	
669	26.4	26.5			♦	♦		♦					♦	
669	26.5	26.6						♦					♦	
669	26.6	26.7	♦					♦			♦		♦	
669	26.7	26.8						♦					♦	
669	26.8	26.9	♦	♦	♦	♦		♦			♦		♦	
669	26.9	27.0		♦	♦	♦		♦			♦		♦	
669	27.0	27.1		♦	♦	♦		♦			♦		♦	
669	27.1	27.2		♦	♦	♦		♦			♦		♦	
669	27.2	27.3		♦	♦	♦		♦			♦		♦	
669	27.3	27.4		♦	♦	♦					♦		♦	
669	27.4	27.5			♦	♦					♦		♦	
669	27.5	27.6	♦								♦		♦	
669	27.6	27.7	♦								♦		♦	
669	27.7	27.8		♦	♦	♦					♦		♦	
669	27.8	27.9		♦	♦	♦		♦			♦		♦	
669	27.9	28.0		♦	♦	♦					♦		♦	
669	28.0	28.1		♦	♦	♦					♦		♦	
669	28.1	28.2		♦	♦	♦					♦		♦	
669	28.2	28.3		♦	♦	♦					♦		♦	
669	28.3	28.4		♦	♦	♦					♦		♦	
669	28.4	28.5		♦	♦	♦					♦		♦	
669	28.5	28.6		♦	♦	♦					♦		♦	
669	28.6	28.7		♦	♦	♦					♦		♦	
669	28.7	28.8		♦	♦	♦					♦		♦	
669	28.8	28.9		♦	♦	♦					♦		♦	
669	28.9	29.0		♦	♦	♦		♦			♦		♦	
669	29.0	29.1		♦	♦	♦		♦			♦		♦	
669	29.1	29.2		♦	♦	♦		♦			♦		♦	
669	29.2	29.3		♦	♦	♦		♦			♦		♦	
669	29.3	29.4		♦	♦	♦		♦			♦		♦	
669	29.4	29.5		♦	♦	♦		♦			♦		♦	
669	29.5	29.6		♦	♦	♦		♦			♦		♦	
669	29.6	29.7		♦	♦	♦		♦			♦		♦	
669	29.7	29.8		♦	♦	♦		♦			♦		♦	
669	29.8	29.9		♦	♦	♦		♦			♦		♦	
669	29.9	30.0		♦	♦	♦		♦			♦		♦	
669	30.0	30.1		♦	♦	♦		♦			♦		♦	
669	30.1	30.2		♦	♦	♦		♦			♦		♦	
669	30.2	30.3		♦	♦	♦		♦			♦		♦	
669	30.3	30.4		♦	♦	♦		♦			♦		♦	
669	30.4	30.5		♦	♦	♦		♦			♦		♦	
669	30.5	30.6	♦					♦			♦		♦	
669	30.6	30.7	♦					♦			♦		♦	
669	30.7	30.8	♦					♦			♦		♦	
669	30.8	30.9						♦			♦		♦	
669	30.9	31.0			♦	♦		♦			♦		♦	
669	31.0	31.1			♦	♦		♦			♦		♦	
669	31.1	31.2			♦	♦		♦			♦		♦	
669	31.2	31.3			♦	♦		♦			♦		♦	
669	31.3	31.4			♦	♦		♦			♦		♦	
669	31.4	31.5			♦	♦					♦		♦	
669	31.5	31.6		♦	♦	♦					♦		♦	
669	31.6	31.7			♦	♦					♦		♦	
669	31.7	31.8			♦	♦					♦		♦	

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
669	31.8	31.9		♦		♦							♦	
669	31.9	32.0		♦		♦							♦	
669	32.0	32.1		♦		♦							♦	
669	32.1	32.2		♦		♦		♦					♦	
669	32.2	32.3		♦		♦							♦	
669	32.3	32.4		♦		♦							♦	
669	32.4	32.5			♦	♦							♦	
669	32.5	32.6			♦	♦							♦	
669	32.6	32.7			♦	♦							♦	
669	32.7	32.8			♦	♦		♦						
669	32.8	32.9			♦	♦								
669	32.9	33.0			♦	♦								
669	33.0	33.1			♦	♦								
669	33.1	33.2			♦	♦		♦						
669	33.2	33.3			♦	♦								
669	33.3	33.4			♦	♦		♦						
669	33.4	33.5			♦	♦								
669	33.5	33.6			♦	♦								
669	33.6	33.7			♦	♦								
669	33.7	33.8			♦	♦								
669	33.8	33.9			♦	♦								
669	33.9	34.0			♦	♦								
669	34.0	34.1			♦	♦		♦						
669	34.1	34.2			♦	♦								
669	34.2	34.3												
669	34.3	34.4												
669	34.4	34.5												
669	34.5	34.6			♦	♦								
669	34.6	34.7			♦	♦								
669	34.7	34.8			♦	♦								
669	34.8	34.9			♦	♦		♦						
669	34.9	35.0			♦	♦								
669	35.0	35.1			♦	♦								
669	35.1	35.2			♦	♦								
669	35.2	35.3			♦	♦								
669	35.3	35.4			♦	♦								
Total Miles			4.1	16.1	20.4	14.4	0.0	11.0	0.0	0.9	18.6	4.1	15.1	0.0
670	0.0	0.1												
670	0.1	0.2												
670	0.2	0.3												
670	0.3	0.4												
670	0.4	0.5												
670	0.5	0.6												
670	0.6	0.7												
670	0.7	0.8												
670	0.8	0.9												
670	0.9	1.0												
670	1.0	1.1						♦						
670	1.1	1.2												
670	1.2	1.3												
670	1.3	1.4												
670	1.4	1.5												
670	1.5	1.6												
670	1.6	1.7												
670	1.7	1.8						♦						
670	1.8	1.9												
670	1.9	2.0												
670	2.0	2.1												
670	2.1	2.2												
670	2.2	2.3												
670	2.3	2.4												
670	2.4	2.5						♦						
670	2.5	2.6												
670	2.6	2.7												
670	2.7	2.8												
670	2.8	2.9						♦						
670	2.9	3.0												
670	3.0	3.1												
670	3.1	3.2												
670	3.2	3.3												
670	3.3	3.4												
670	3.4	3.5												
670	3.5	3.6												
670	3.6	3.7												
670	3.7	3.8												
670	3.8	3.9						♦						
670	3.9	4.0												
670	4.0	4.1		♦				♦						
670	4.1	4.2												
670	4.2	4.3						♦						
670	4.3	4.4												



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
670	4.4	4.5												
670	4.5	4.6						♦						
670	4.6	4.7												
670	4.7	4.8												
670	4.8	4.9												
670	4.9	5.0												
670	5.0	5.1												
670	5.1	5.2												
670	5.2	5.3												
670	5.3	5.4												
670	5.4	5.5												
670	5.5	5.6												
670	5.6	5.7						♦						
670	5.7	5.8						♦						
670	5.8	5.9												
670	5.9	6.0												
670	6.0	6.1												
670	6.1	6.2												
670	6.2	6.3												
670	6.3	6.4												
670	6.4	6.5												
670	6.5	6.6												
670	6.6	6.7												
670	6.7	6.8												
670	6.8	6.9												
670	6.9	7.0						♦						
670	7.0	7.1						♦						
670	7.1	7.2												
670	7.2	7.3												
670	7.3	7.4												
670	7.4	7.5												
670	7.5	7.6												
670	7.6	7.7												
670	7.7	7.8												
670	7.8	7.9		♦										
670	7.9	8.0												
670	8.0	8.1												
670	8.1	8.2						♦						
670	8.2	8.3						♦						
670	8.3	8.4		♦				♦						
670	8.4	8.5		♦										
670	8.5	8.6		♦										
670	8.6	8.7		♦										
670	8.7	8.8		♦										
670	8.8	8.9		♦										
670	8.9	9.0						♦						
670	9.0	9.1											♦	
670	9.1	9.2											♦	
670	9.2	9.3		♦									♦	
670	9.3	9.4						♦					♦	
670	9.4	9.5											♦	
670	9.5	9.6											♦	
670	9.6	9.7		♦									♦	
670	9.7	9.8		♦									♦	
670	9.8	9.9		♦									♦	
670	9.9	10.0		♦									♦	
670	10.0	10.1		♦										
670	10.1	10.2		♦										
670	10.2	10.3		♦										
670	10.3	10.4						♦						
670	10.4	10.5						♦						
670	10.5	10.6												
670	10.6	10.7												
670	10.7	10.8		♦										
670	10.8	10.9		♦										
670	10.9	11.0		♦										
670	11.0	11.1		♦										
670	11.1	11.2		♦										
670	11.2	11.3		♦										
Total Miles			0.0	2.2	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	1.0	0.0
672	0.0	0.1		♦										
672	0.1	0.2		♦										
672	0.2	0.3		♦										
672	0.3	0.4		♦										
672	0.4	0.5		♦										
672	0.5	0.6		♦										
672	0.6	0.7		♦				♦						
672	0.7	0.8		♦										
672	0.8	0.9		♦										
672	0.9	1.0		♦				♦						
672	1.0	1.1		♦										

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
672	1.1	1.2		♦										
672	1.2	1.3												
672	1.3	1.4												
672	1.4	1.5												
672	1.5	1.6		♦										
672	1.6	1.7		♦										
672	1.7	1.8		♦										
672	1.8	1.9		♦				♦						
672	1.9	2.0		♦										
672	2.0	2.1		♦				♦						
672	2.1	2.2		♦										
672	2.2	2.3		♦										
672	2.3	2.4		♦										
672	2.4	2.5		♦										
672	2.5	2.6		♦										
672	2.6	2.7		♦										
672	2.7	2.8		♦				♦						
672	2.8	2.9		♦				♦						
672	2.9	3.0		♦										
672	3.0	3.1		♦										
672	3.1	3.2		♦										
672	3.2	3.3		♦										
672	3.3	3.4		♦										
672	3.4	3.5		♦										
672	3.5	3.6		♦										
672	3.6	3.7		♦										
672	3.7	3.8		♦										
672	3.8	3.9		♦										
672	3.9	4.0		♦										
672	4.0	4.1		♦				♦						
672	4.1	4.2		♦										
672	4.2	4.3	♦											
672	4.3	4.4												
672	4.4	4.5												
672	4.5	4.6		♦										
672	4.6	4.7												
672	4.7	4.8												
672	4.8	4.9												
672	4.9	5.0												
672	5.0	5.1												
672	5.1	5.2						♦						
672	5.2	5.3												
672	5.3	5.4												
672	5.4	5.5						♦						
672	5.5	5.6						♦						
672	5.6	5.7						♦						
672	5.7	5.8												
672	5.8	5.9												
672	5.9	6.0												
672	6.0	6.1												
672	6.1	6.2												
672	6.2	6.3												
672	6.3	6.4												
672	6.4	6.5												
672	6.5	6.6												
672	6.6	6.7						♦						
672	6.7	6.8		♦				♦						
672	6.8	6.9		♦										
672	6.9	7.0												
672	7.0	7.1												
672	7.1	7.2												
672	7.2	7.3												
672	7.3	7.4												
672	7.4	7.5												
672	7.5	7.6												
672	7.6	7.7												
672	7.7	7.8												
672	7.8	7.9												
672	7.9	8.0												
672	8.0	8.1		♦		♦					♦			
672	8.1	8.2		♦		♦					♦			
672	8.2	8.3	♦	♦		♦					♦			
672	8.3	8.4	♦								♦			
672	8.4	8.5	♦								♦			
672	8.5	8.6		♦		♦					♦		♦	
672	8.6	8.7		♦		♦					♦		♦	
672	8.7	8.8		♦		♦					♦		♦	
672	8.8	8.9		♦		♦	♦				♦		♦	
672	8.9	9.0		♦		♦					♦		♦	
672	9.0	9.1	♦								♦		♦	
672	9.1	9.2	♦								♦		♦	
672	9.2	9.3	♦								♦		♦	



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
672	9.3	9.4	♦								♦		♦	
672	9.4	9.5	♦								♦		♦	
672	9.5	9.6	♦					♦			♦		♦	
672	9.6	9.7	♦					♦			♦		♦	
672	9.7	9.8	♦					♦			♦		♦	
672	9.8	9.9	♦					♦			♦		♦	
672	9.9	10.0	♦					♦			♦		♦	
672	10.0	10.1		♦	♦			♦			♦		♦	
672	10.1	10.2		♦	♦			♦			♦		♦	
672	10.2	10.3		♦	♦	♦		♦			♦		♦	
672	10.3	10.4		♦	♦			♦			♦		♦	
672	10.4	10.5		♦	♦			♦			♦		♦	
672	10.5	10.6		♦	♦			♦			♦		♦	
672	10.6	10.7	♦					♦			♦		♦	
672	10.7	10.8	♦					♦			♦		♦	
672	10.8	10.9						♦			♦		♦	
672	10.9	11.0		♦	♦			♦			♦		♦	
672	11.0	11.1	♦					♦			♦		♦	
672	11.1	11.2	♦					♦			♦		♦	
672	11.2	11.3	♦					♦			♦		♦	
672	11.3	11.4	♦					♦			♦		♦	
672	11.4	11.5	♦					♦			♦		♦	
672	11.5	11.6	♦								♦			
672	11.6	11.7	♦								♦			
672	11.7	11.8	♦								♦			
672	11.8	11.9	♦								♦			
672	11.9	12.0	♦								♦			
672	12.0	12.1		♦	♦						♦			
672	12.1	12.2		♦	♦									
672	12.2	12.3												
672	12.3	12.4												
672	12.4	12.5												
672	12.5	12.6												
672	12.6	12.7						♦						
672	12.7	12.8												
672	12.8	12.9												
672	12.9	13.0												
672	13.0	13.1		♦	♦						♦			
672	13.1	13.2		♦	♦						♦			
672	13.2	13.3	♦								♦			
672	13.3	13.4	♦					♦			♦			
672	13.4	13.5												
672	13.5	13.6	♦								♦			
672	13.6	13.7		♦	♦						♦			
672	13.7	13.8		♦	♦						♦			
672	13.8	13.9		♦	♦						♦			
672	13.9	14.0	♦								♦			
672	14.0	14.1	♦								♦			
672	14.1	14.2		♦	♦						♦	♦		
672	14.2	14.3		♦	♦						♦	♦		
672	14.3	14.4		♦	♦			♦			♦			
672	14.4	14.5		♦	♦						♦			
672	14.5	14.6		♦	♦						♦			
672	14.6	14.7		♦	♦						♦			
672	14.7	14.8		♦	♦			♦			♦			
672	14.8	14.9		♦	♦						♦			
672	14.9	15.0		♦	♦						♦			
672	15.0	15.1		♦	♦						♦			
672	15.1	15.2												
672	15.2	15.3												
672	15.3	15.4												
672	15.4	15.5												
672	15.5	15.6												
672	15.6	15.7												
672	15.7	15.8												
672	15.8	15.9												
672	15.9	16.0												
672	16.0	16.1												
672	16.1	16.2												
672	16.2	16.3						♦						
672	16.3	16.4						♦						
672	16.4	16.5												
672	16.5	16.6												
672	16.6	16.7												
672	16.7	16.8												
672	16.8	16.9						♦						
672	16.9	17.0												
672	17.0	17.1												
672	17.1	17.2												
672	17.2	17.3												
672	17.3	17.4												
672	17.4	17.5												

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
672	17.5	17.6												
672	17.6	17.7												
672	17.7	17.8												
672	17.8	17.9												
672	17.9	18.0		♦		♦							♦	
672	18.0	18.1		♦		♦		♦					♦	
672	18.1	18.2		♦				♦					♦	
672	18.2	18.3		♦									♦	
672	18.3	18.4		♦									♦	
672	18.4	18.5		♦									♦	
672	18.5	18.6												
672	18.6	18.7												
672	18.7	18.8												
672	18.8	18.9		♦									♦	
672	18.9	19.0		♦									♦	
672	19.0	19.1		♦									♦	
672	19.1	19.2		♦				♦					♦	
672	19.2	19.3		♦		♦		♦					♦	
672	19.3	19.4		♦									♦	
672	19.4	19.5		♦									♦	
672	19.5	19.6												
672	19.6	19.7												
672	19.7	19.8												
672	19.8	19.9						♦						
672	19.9	20.0						♦						
672	20.0	20.1												
672	20.1	20.2												
672	20.2	20.3												
672	20.3	20.4												
672	20.4	20.5			♦	♦								
672	20.5	20.6												
672	20.6	20.7						♦						
672	20.7	20.8												
672	20.8	20.9						♦						
672	20.9	21.0												
672	21.0	21.1												
672	21.1	21.2												
672	21.2	21.3												
672	21.3	21.4												
672	21.4	21.5												
672	21.5	21.6			♦	♦								
672	21.6	21.7		♦	♦						♦			
672	21.7	21.8	♦					♦			♦			
672	21.8	21.9	♦					♦			♦			
672	21.9	22.0	♦								♦			
672	22.0	22.1	♦								♦			
672	22.1	22.2	♦								♦			
672	22.2	22.3		♦	♦	♦					♦			
672	22.3	22.4	♦								♦			
672	22.4	22.5	♦								♦			
672	22.5	22.6	♦								♦			
672	22.6	22.7												
672	22.7	22.8												
672	22.8	22.9			♦	♦								
672	22.9	23.0												
672	23.0	23.1												
672	23.1	23.2												
672	23.2	23.3						♦						
672	23.3	23.4												
672	23.4	23.5												
Total Miles			3.9	9.0	3.8	0.9	0.0	5.1	0.0	0.0	7.2	0.2	4.3	0.0
673	0.0	0.1												
673	0.1	0.2					♦							
673	0.2	0.3					♦							
673	0.3	0.4					♦							
673	0.4	0.5					♦							
673	0.5	0.6					♦	♦						
673	0.6	0.7					♦							
673	0.7	0.8					♦							
673	0.8	0.9					♦							
673	0.9	1.0					♦							
673	1.0	1.1					♦							
673	1.1	1.2					♦							
673	1.2	1.3					♦							
673	1.3	1.4					♦							
673	1.4	1.5					♦							
673	1.5	1.6					♦							
673	1.6	1.7					♦							
673	1.7	1.8					♦	♦						
673	1.8	1.9					♦	♦						
673	1.9	2.0					♦							



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
673	2.0	2.1					♦							
673	2.1	2.2					♦							
673	2.2	2.3				♦								
673	2.3	2.4		♦			♦	♦					♦	
673	2.4	2.5		♦			♦	♦					♦	
673	2.5	2.6		♦			♦	♦					♦	
673	2.6	2.7		♦			♦	♦					♦	
673	2.7	2.8		♦			♦	♦					♦	
673	2.8	2.9		♦			♦	♦					♦	
673	2.9	3.0		♦			♦	♦					♦	
673	3.0	3.1		♦			♦	♦					♦	
673	3.1	3.2		♦			♦	♦					♦	
673	3.2	3.3		♦			♦	♦					♦	
673	3.3	3.4		♦			♦	♦					♦	
673	3.4	3.5		♦			♦	♦					♦	
673	3.5	3.6		♦			♦	♦					♦	
673	3.6	3.7		♦			♦							
673	3.7	3.8		♦	♦			♦			♦			
673	3.8	3.9		♦	♦			♦			♦			
673	3.9	4.0		♦	♦			♦			♦			
673	4.0	4.1		♦	♦		♦				♦			
673	4.1	4.2		♦	♦		♦				♦			
673	4.2	4.3		♦	♦		♦				♦			
673	4.3	4.4		♦	♦		♦				♦			
673	4.4	4.5		♦	♦		♦	♦			♦		♦	
673	4.5	4.6		♦	♦		♦	♦			♦		♦	
673	4.6	4.7		♦	♦		♦	♦			♦		♦	
673	4.7	4.8		♦	♦		♦	♦			♦		♦	
673	4.8	4.9		♦	♦		♦	♦			♦		♦	
673	4.9	5.0	♦	♦	♦		♦	♦			♦		♦	
673	5.0	5.1	♦	♦			♦	♦			♦		♦	
673	5.1	5.2	♦				♦	♦			♦		♦	
673	5.2	5.3					♦	♦					♦	
673	5.3	5.4		♦	♦		♦	♦			♦		♦	
673	5.4	5.5		♦	♦		♦	♦			♦		♦	
673	5.5	5.6		♦	♦		♦	♦			♦		♦	
673	5.6	5.7		♦	♦		♦				♦		♦	
673	5.7	5.8		♦	♦		♦				♦		♦	
673	5.8	5.9		♦	♦		♦				♦		♦	
673	5.9	6.0		♦	♦		♦				♦		♦	
673	6.0	6.1		♦	♦		♦				♦		♦	
673	6.1	6.2		♦	♦		♦				♦		♦	
673	6.2	6.3		♦	♦		♦				♦		♦	
673	6.3	6.4		♦	♦		♦	♦			♦		♦	
673	6.4	6.5		♦	♦		♦	♦			♦		♦	
673	6.5	6.6		♦	♦		♦				♦		♦	
673	6.6	6.7		♦	♦		♦				♦		♦	
673	6.7	6.8		♦	♦		♦				♦		♦	
673	6.8	6.9		♦	♦		♦				♦		♦	
673	6.9	7.0		♦	♦		♦				♦		♦	
673	7.0	7.1					♦							
673	7.1	7.2					♦							
673	7.2	7.3					♦							
673	7.3	7.4					♦							
673	7.4	7.5					♦							
673	7.5	7.6					♦							
673	7.6	7.7					♦							
673	7.7	7.8					♦	♦						
673	7.8	7.9					♦							
673	7.9	8.0					♦							
673	8.0	8.1					♦							
673	8.1	8.2					♦							
673	8.2	8.3					♦							
673	8.3	8.4					♦							
673	8.4	8.5					♦							
673	8.5	8.6					♦	♦						
673	8.6	8.7					♦							
673	8.7	8.8					♦							
673	8.8	8.9					♦							
673	8.9	9.0					♦							
673	9.0	9.1					♦							
673	9.1	9.2					♦							
673	9.2	9.3					♦							
673	9.3	9.4					♦	♦						
673	9.4	9.5					♦							
673	9.5	9.6					♦							
673	9.6	9.7					♦							
673	9.7	9.8					♦							
673	9.8	9.9					♦							
673	9.9	10.0					♦	♦						
673	10.0	10.1					♦							
673	10.1	10.2					♦							

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
673	10.2	10.3					♦							
673	10.3	10.4					♦							
673	10.4	10.5					♦							
673	10.5	10.6					♦							
673	10.6	10.7					♦							
673	10.7	10.8					♦							
673	10.8	10.9					♦							
673	10.9	11.0					♦							
673	11.0	11.1					♦	♦						
673	11.1	11.2					♦							
673	11.2	11.3					♦							
673	11.3	11.4					♦							
673	11.4	11.5					♦							
673	11.5	11.6					♦	♦						
673	11.6	11.7					♦							
673	11.7	11.8					♦							
673	11.8	11.9					♦							
673	11.9	12.0					♦							
673	12.0	12.1		♦			♦						♦	
673	12.1	12.2		♦			♦						♦	
673	12.2	12.3					♦							
673	12.3	12.4					♦							
673	12.4	12.5					♦	♦						
673	12.5	12.6					♦							
673	12.6	12.7					♦							
673	12.7	12.8		♦			♦						♦	
673	12.8	12.9					♦	♦						
673	12.9	13.0		♦			♦						♦	
673	13.0	13.1		♦			♦						♦	
673	13.1	13.2		♦			♦						♦	
673	13.2	13.3		♦			♦						♦	
673	13.3	13.4		♦			♦						♦	
673	13.4	13.5		♦			♦						♦	
673	13.5	13.6		♦			♦						♦	
673	13.6	13.7					♦							
673	13.7	13.8		♦			♦						♦	
673	13.8	13.9		♦			♦						♦	
673	13.9	14.0		♦			♦	♦					♦	
673	14.0	14.1					♦							
673	14.1	14.2		♦			♦						♦	
673	14.2	14.3					♦							
673	14.3	14.4		♦			♦						♦	
673	14.4	14.5		♦			♦						♦	
673	14.5	14.6					♦							
673	14.6	14.7					♦							
673	14.7	14.8					♦							
673	14.8	14.9					♦	♦						
673	14.9	15.0					♦							
673	15.0	15.1					♦							
673	15.1	15.2					♦							
673	15.2	15.3					♦							
673	15.3	15.4					♦							
673	15.4	15.5					♦	♦						
673	15.5	15.6					♦							
673	15.6	15.7					♦							
673	15.7	15.8					♦	♦						
673	15.8	15.9					♦							
673	15.9	16.0					♦							
673	16.0	16.1					♦							
673	16.1	16.2					♦							
673	16.2	16.3					♦							
673	16.3	16.4					♦							
673	16.4	16.5					♦							
673	16.5	16.6					♦	♦						
673	16.6	16.7					♦							
673	16.7	16.8					♦							
673	16.8	16.9					♦							
673	16.9	17.0					♦							
673	17.0	17.1					♦							
673	17.1	17.2					♦							
673	17.2	17.3					♦							
673	17.3	17.4					♦	♦						
673	17.4	17.5					♦							
673	17.5	17.6					♦							
673	17.6	17.7					♦	♦						
673	17.7	17.8					♦							
673	17.8	17.9					♦							
673	17.9	18.0					♦							
673	18.0	18.1					♦							
673	18.1	18.2					♦							
673	18.2	18.3					♦	♦						
673	18.3	18.4					♦							



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
673	18.4	18.5					♦							
673	18.5	18.6					♦	♦						
673	18.6	18.7					♦							
673	18.7	18.8					♦							
673	18.8	18.9					♦							
673	18.9	19.0					♦							
673	19.0	19.1					♦	♦						
673	19.1	19.2					♦							
673	19.2	19.3					♦							
673	19.3	19.4					♦	♦						
673	19.4	19.5					♦							
673	19.5	19.6					♦							
673	19.6	19.7					♦	♦						
673	19.7	19.8					♦							
673	19.8	19.9					♦	♦						
673	19.9	20.0					♦							
673	20.0	20.1					♦							
673	20.1	20.2					♦							
673	20.2	20.3					♦							
673	20.3	20.4					♦	♦						
673	20.4	20.5					♦	♦						
673	20.5	20.6					♦	♦						
673	20.6	20.7					♦	♦						
673	20.7	20.8					♦							
673	20.8	20.9					♦							
673	20.9	21.0					♦							
673	21.0	21.1					♦							
673	21.1	21.2					♦	♦						
673	21.2	21.3					♦	♦						
673	21.3	21.4					♦							
673	21.4	21.5					♦							
673	21.5	21.6					♦	♦						
673	21.6	21.7					♦							
673	21.7	21.8					♦							
673	21.8	21.9					♦							
673	21.9	22.0					♦	♦						
Total Miles			0.3	6.1	3.0	1.2	21.9	6.2	0.0	0.0	3.2	0.0	4.9	0.0
675	0.0	0.1					♦	♦						
675	0.1	0.2					♦							
675	0.2	0.3					♦							
675	0.3	0.4					♦							
675	0.4	0.5					♦							
675	0.5	0.6					♦	♦						
675	0.6	0.7					♦	♦						
675	0.7	0.8					♦							
675	0.8	0.9					♦							
675	0.9	1.0					♦	♦						
675	1.0	1.1					♦							
675	1.1	1.2					♦							
675	1.2	1.3					♦							
675	1.3	1.4					♦	♦						
675	1.4	1.5					♦							
675	1.5	1.6					♦							
675	1.6	1.7					♦	♦						
675	1.7	1.8					♦	♦						
675	1.8	1.9					♦							
675	1.9	2.0					♦							
675	2.0	2.1					♦	♦						
675	2.1	2.2					♦	♦						
675	2.2	2.3					♦							
675	2.3	2.4					♦							
675	2.4	2.5					♦							
675	2.5	2.6					♦	♦						
675	2.6	2.7					♦							
675	2.7	2.8					♦							
675	2.8	2.9					♦							
675	2.9	3.0					♦							
675	3.0	3.1					♦	♦						
675	3.1	3.2					♦							
675	3.2	3.3					♦	♦						
675	3.3	3.4					♦							
675	3.4	3.5					♦	♦						
675	3.5	3.6					♦							
675	3.6	3.7					♦							
675	3.7	3.8					♦							
675	3.8	3.9					♦	♦						
675	3.9	4.0					♦							
675	4.0	4.1					♦							
675	4.1	4.2					♦	♦						
675	4.2	4.3					♦							
675	4.3	4.4					♦							

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
675	4.4	4.5					♦							
675	4.5	4.6					♦							
675	4.6	4.7					♦	♦						
675	4.7	4.8					♦	♦						
675	4.8	4.9					♦							
675	4.9	5.0					♦							
675	5.0	5.1					♦							
675	5.1	5.2					♦							
675	5.2	5.3					♦							
675	5.3	5.4					♦							
675	5.4	5.5					♦	♦						
675	5.5	5.6					♦							
675	5.6	5.7					♦							
675	5.7	5.8					♦							
675	5.8	5.9					♦							
675	5.9	6.0					♦							
675	6.0	6.1					♦							
675	6.1	6.2					♦	♦						
675	6.2	6.3					♦							
675	6.3	6.4					♦	♦						
675	6.4	6.5					♦							
675	6.5	6.6					♦							
675	6.6	6.7					♦	♦						
675	6.7	6.8					♦							
675	6.8	6.9					♦							
675	6.9	7.0					♦							
675	7.0	7.1					♦							
675	7.1	7.2					♦	♦						
675	7.2	7.3					♦							
675	7.3	7.4					♦	♦						
675	7.4	7.5					♦							
675	7.5	7.6					♦	♦						
675	7.6	7.7					♦							
675	7.7	7.8					♦							
675	7.8	7.9					♦							
675	7.9	8.0		♦	♦		♦				♦			
675	8.0	8.1		♦	♦		♦				♦			
675	8.1	8.2		♦	♦		♦	♦			♦			
675	8.2	8.3		♦	♦		♦				♦			
675	8.3	8.4		♦	♦		♦				♦			
675	8.4	8.5		♦	♦		♦				♦			
675	8.5	8.6		♦	♦	♦	♦				♦			
675	8.6	8.7		♦	♦	♦	♦				♦			
675	8.7	8.8		♦	♦	♦	♦				♦			
675	8.8	8.9		♦	♦	♦	♦				♦			
675	8.9	9.0		♦	♦	♦	♦				♦			
675	9.0	9.1		♦	♦	♦	♦				♦			
675	9.1	9.2		♦	♦		♦	♦			♦			
675	9.2	9.3		♦	♦		♦				♦			
675	9.3	9.4					♦							
675	9.4	9.5					♦							
675	9.5	9.6					♦	♦						
675	9.6	9.7					♦							
675	9.7	9.8					♦							
675	9.8	9.9					♦							
675	9.9	10.0					♦							
675	10.0	10.1		♦	♦		♦				♦			
675	10.1	10.2		♦	♦		♦				♦			
675	10.2	10.3		♦	♦		♦				♦			
675	10.3	10.4		♦	♦		♦				♦			
675	10.4	10.5	♦				♦				♦			
675	10.5	10.6	♦				♦				♦			
675	10.6	10.7	♦				♦				♦			
675	10.7	10.8	♦				♦				♦			
675	10.8	10.9					♦							
675	10.9	11.0					♦	♦						
675	11.0	11.1					♦							
675	11.1	11.2					♦							
675	11.2	11.3					♦							
675	11.3	11.4					♦	♦						
675	11.4	11.5					♦							
675	11.5	11.6					♦							
675	11.6	11.7					♦							
675	11.7	11.8					♦							
675	11.8	11.9					♦							
675	11.9	12.0					♦							
675	12.0	12.1					♦							
675	12.1	12.2					♦	♦						
675	12.2	12.3												
675	12.3	12.4												
675	12.4	12.5						♦						
675	12.5	12.6												

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
675	12.6	12.7												
675	12.7	12.8												
675	12.8	12.9												
675	12.9	13.0												
675	13.0	13.1												
675	13.1	13.2												
675	13.2	13.3												
675	13.3	13.4												
675	13.4	13.5						♦						
675	13.5	13.6												
675	13.6	13.7												
675	13.7	13.8												
675	13.8	13.9												
675	13.9	14.0												
675	14.0	14.1						♦						
675	14.1	14.2												
675	14.2	14.3												
675	14.3	14.4												
675	14.4	14.5						♦						
675	14.5	14.6												
675	14.6	14.7												
675	14.7	14.8												
675	14.8	14.9						♦						
675	14.9	15.0												
675	15.0	15.1												
675	15.1	15.2												
675	15.2	15.3												
675	15.3	15.4												
675	15.4	15.5						♦						
675	15.5	15.6												
675	15.6	15.7												
675	15.7	15.8												
675	15.8	15.9						♦						
675	15.9	16.0												
675	16.0	16.1												
675	16.1	16.2												
675	16.2	16.3												
675	16.3	16.4						♦						
675	16.4	16.5												
675	16.5	16.6						♦						
675	16.6	16.7												
675	16.7	16.8												
675	16.8	16.9						♦						
675	16.9	17.0						♦						
675	17.0	17.1						♦						
675	17.1	17.2						♦						
675	17.2	17.3												
675	17.3	17.4												
675	17.4	17.5												
675	17.5	17.6												
675	17.6	17.7												
675	17.7	17.8												
675	17.8	17.9						♦						
675	17.9	18.0												
675	18.0	18.1						♦						
675	18.1	18.2												
675	18.2	18.3												
675	18.3	18.4												
675	18.4	18.5												
675	18.5	18.6						♦						
675	18.6	18.7												
675	18.7	18.8												
675	18.8	18.9												
675	18.9	19.0												
675	19.0	19.1					♦							
675	19.1	19.2					♦							
675	19.2	19.3	♦				♦				♦			
675	19.3	19.4	♦					♦			♦			
675	19.4	19.5	♦					♦			♦			
675	19.5	19.6	♦					♦			♦			
675	19.6	19.7	♦					♦			♦			
675	19.7	19.8	♦								♦			
675	19.8	19.9	♦					♦			♦			
675	19.9	20.0												
675	20.0	20.1	♦								♦			
675	20.1	20.2	♦								♦			
675	20.2	20.3	♦								♦			
675	20.3	20.4	♦						♦		♦			
675	20.4	20.5	♦								♦			
675	20.5	20.6	♦								♦			
675	20.6	20.7	♦								♦			
675	20.7	20.8	♦								♦			



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
675	20.8	20.9	♦				♦				♦			
675	20.9	21.0	♦											
675	21.0	21.1	♦				♦	♦			♦			
675	21.1	21.2	♦				♦	♦			♦			
675	21.2	21.3	♦				♦				♦			
675	21.3	21.4	♦				♦	♦			♦			
675	21.4	21.5	♦				♦				♦			
675	21.5	21.6	♦				♦				♦			
675	21.6	21.7	♦				♦	♦			♦			
675	21.7	21.8	♦				♦	♦			♦			
675	21.8	21.9	♦				♦				♦			
675	21.9	22.0	♦				♦				♦			
675	22.0	22.1	♦				♦				♦			
675	22.1	22.2	♦				♦	♦			♦			
675	22.2	22.3	♦				♦			♦	♦	♦		
675	22.3	22.4	♦				♦			♦	♦	♦		
675	22.4	22.5	♦				♦	♦		♦	♦	♦		
675	22.5	22.6	♦				♦			♦	♦	♦		
675	22.6	22.7	♦				♦			♦	♦	♦		
675	22.7	22.8	♦				♦			♦	♦	♦		
675	22.8	22.9	♦				♦				♦			
675	22.9	23.0	♦				♦	♦			♦			
675	23.0	23.1	♦				♦	♦			♦			
675	23.1	23.2	♦				♦	♦			♦			
675	23.2	23.3	♦				♦				♦			
675	23.3	23.4	♦				♦				♦			
675	23.4	23.5	♦				♦				♦			
675	23.5	23.6	♦				♦				♦			
675	23.6	23.7	♦				♦				♦			
675	23.7	23.8	♦				♦				♦			
675	23.8	23.9	♦				♦	♦			♦			
675	23.9	24.0	♦				♦				♦			
675	24.0	24.1	♦				♦				♦			
675	24.1	24.2	♦				♦	♦			♦			
675	24.2	24.3	♦				♦	♦			♦			
675	24.3	24.4	♦				♦	♦			♦			
675	24.4	24.5	♦				♦				♦			
675	24.5	24.6	♦				♦				♦			
675	24.6	24.7	♦				♦	♦			♦			
675	24.7	24.8	♦				♦	♦			♦			
675	24.8	24.9	♦				♦				♦			
675	24.9	25.0	♦				♦	♦			♦			
675	25.0	25.1	♦				♦				♦			
675	25.1	25.2	♦				♦				♦			
675	25.2	25.3	♦				♦				♦			
675	25.3	25.4	♦				♦				♦			
675	25.4	25.5					♦	♦						
675	25.5	25.6	♦				♦	♦			♦			
675	25.6	25.7	♦				♦				♦			
675	25.7	25.8	♦				♦	♦			♦			
675	25.8	25.9	♦				♦	♦			♦			
675	25.9	26.0					♦							
675	26.0	26.1					♦	♦						
675	26.1	26.2					♦							
675	26.2	26.3					♦							
675	26.3	26.4					♦	♦						
675	26.4	26.5					♦							
675	26.5	26.6					♦	♦						
675	26.6	26.7					♦							
675	26.7	26.8					♦							
675	26.8	26.9						♦						
Total Miles			6.9	1.8	1.8	0.6	20.0	7.4	0.0	0.6	8.7	0.6	0.0	0.0
690	0.0	0.1					♦							
690	0.1	0.2					♦							
690	0.2	0.3					♦	♦						
690	0.3	0.4					♦							
690	0.4	0.5					♦							
690	0.5	0.6					♦	♦						
690	0.6	0.7					♦							
690	0.7	0.8					♦	♦						
690	0.8	0.9					♦							
690	0.9	1.0					♦							
690	1.0	1.1					♦	♦						
690	1.1	1.2					♦	♦						
690	1.2	1.3					♦							
690	1.3	1.4					♦	♦						
690	1.4	1.5					♦	♦						
690	1.5	1.6					♦							
690	1.6	1.7					♦							
690	1.7	1.8					♦							
690	1.8	1.9					♦							

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
690	1.9	2.0					♦							
690	2.0	2.1					♦							
690	2.1	2.2					♦	♦						
690	2.2	2.3					♦							
690	2.3	2.4					♦							
690	2.4	2.5					♦	♦						
690	2.5	2.6					♦							
690	2.6	2.7					♦	♦						
690	2.7	2.8					♦	♦						
690	2.8	2.9					♦							
690	2.9	3.0					♦	♦						
690	3.0	3.1					♦	♦						
690	3.1	3.2					♦	♦						
690	3.2	3.3					♦	♦						
690	3.3	3.4					♦							
690	3.4	3.5					♦	♦						
690	3.5	3.6					♦	♦						
690	3.6	3.7					♦	♦						
690	3.7	3.8					♦	♦						
690	3.8	3.9					♦							
690	3.9	4.0					♦							
690	4.0	4.1					♦	♦						
690	4.1	4.2					♦							
690	4.2	4.3					♦							
690	4.3	4.4					♦	♦						
690	4.4	4.5					♦							
690	4.5	4.6					♦	♦						
690	4.6	4.7					♦	♦						
690	4.7	4.8					♦	♦						
690	4.8	4.9					♦	♦						
690	4.9	5.0					♦							
690	5.0	5.1					♦							
690	5.1	5.2					♦							
690	5.2	5.3					♦							
690	5.3	5.4					♦							
690	5.4	5.5					♦							
690	5.5	5.6					♦							
690	5.6	5.7					♦	♦						
690	5.7	5.8					♦							
690	5.8	5.9					♦							
690	5.9	6.0					♦	♦						
690	6.0	6.1					♦							
690	6.1	6.2					♦							
690	6.2	6.3					♦	♦						
690	6.3	6.4					♦							
690	6.4	6.5					♦							
690	6.5	6.6					♦							
690	6.6	6.7					♦	♦						
690	6.7	6.8					♦							
690	6.8	6.9					♦							
690	6.9	7.0					♦							
690	7.0	7.1					♦	♦						
690	7.1	7.2					♦							
690	7.2	7.3					♦							
690	7.3	7.4					♦	♦						
690	7.4	7.5					♦							
690	7.5	7.6					♦							
690	7.6	7.7					♦							
690	7.7	7.8					♦	♦						
690	7.8	7.9					♦	♦						
690	7.9	8.0					♦							
690	8.0	8.1					♦							
690	8.1	8.2					♦	♦						
690	8.2	8.3					♦							
690	8.3	8.4					♦							
690	8.4	8.5					♦							
690	8.5	8.6					♦							
690	8.6	8.7					♦	♦						
690	8.7	8.8					♦							
690	8.8	8.9					♦	♦						
690	8.9	9.0					♦							
690	9.0	9.1					♦							
690	9.1	9.2					♦	♦						
690	9.2	9.3					♦	♦						
690	9.3	9.4					♦							
690	9.4	9.5					♦	♦						
690	9.5	9.6					♦	♦						
690	9.6	9.7					♦							
690	9.7	9.8					♦	♦						
690	9.8	9.9					♦							
690	9.9	10.0					♦							
690	10.0	10.1					♦							

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
690	10.1	10.2					♦							
690	10.2	10.3					♦							
690	10.3	10.4					♦							
690	10.4	10.5					♦							
690	10.5	10.6					♦							
690	10.6	10.7					♦							
690	10.7	10.8					♦							
690	10.8	10.9					♦							
690	10.9	11.0					♦							
690	11.0	11.1					♦							
690	11.1	11.2					♦							
690	11.2	11.3					♦							
690	11.3	11.4					♦							
690	11.4	11.5					♦							
690	11.5	11.6					♦							
690	11.6	11.7					♦							
690	11.7	11.8					♦							
690	11.8	11.9					♦							
690	11.9	12.0					♦							
690	12.0	12.1					♦							
690	12.1	12.2					♦							
690	12.2	12.3					♦							
690	12.3	12.4					♦							
690	12.4	12.5					♦							
690	12.5	12.6					♦							
690	12.6	12.7					♦							
690	12.7	12.8					♦							
690	12.8	12.9					♦							
690	12.9	13.0					♦							
690	13.0	13.1					♦	♦						
690	13.1	13.2					♦							
690	13.2	13.3					♦							
690	13.3	13.4					♦	♦						
690	13.4	13.5					♦							
690	13.5	13.6					♦							
690	13.6	13.7					♦							
690	13.7	13.8					♦	♦						
690	13.8	13.9					♦							
690	13.9	14.0					♦							
690	14.0	14.1					♦	♦						
690	14.1	14.2					♦							
690	14.2	14.3					♦							
690	14.3	14.4					♦	♦						
690	14.4	14.5					♦							
690	14.5	14.6					♦	♦						
690	14.6	14.7					♦	♦						
690	14.7	14.8					♦	♦						
690	14.8	14.9					♦	♦						
690	14.9	15.0					♦	♦						
690	15.0	15.1					♦							
690	15.1	15.2					♦	♦						
690	15.2	15.3					♦	♦						
690	15.3	15.4					♦							
690	15.4	15.5					♦	♦						
690	15.5	15.6					♦							
690	15.6	15.7					♦							
690	15.7	15.8					♦	♦						
690	15.8	15.9					♦							
690	15.9	16.0					♦	♦						
690	16.0	16.1					♦	♦						
690	16.1	16.2					♦							
690	16.2	16.3					♦	♦						
690	16.3	16.4					♦	♦						
690	16.4	16.5					♦							
690	16.5	16.6					♦	♦						
690	16.6	16.7					♦							
690	16.7	16.8					♦							
690	16.8	16.9					♦	♦						
690	16.9	17.0					♦							
690	17.0	17.1					♦	♦						
690	17.1	17.2					♦							
690	17.2	17.3					♦							
690	17.3	17.4					♦	♦						
690	17.4	17.5					♦							
690	17.5	17.6					♦							
690	17.6	17.7					♦	♦						
690	17.7	17.8					♦							
690	17.8	17.9					♦	♦						
690	17.9	18.0	♦				♦	♦						
690	18.0	18.1	♦				♦	♦						
690	18.1	18.2	♦				♦	♦						
690	18.2	18.3	♦				♦	♦						



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
690	18.3	18.4	♦				♦	♦						
690	18.4	18.5	♦				♦	♦						
690	18.5	18.6	♦				♦	♦						
690	18.6	18.7	♦				♦	♦						
690	18.7	18.8	♦				♦	♦						
690	18.8	18.9	♦				♦	♦						
690	18.9	19.0	♦				♦	♦						
690	19.0	19.1					♦							
690	19.1	19.2					♦							
690	19.2	19.3					♦							
690	19.3	19.4					♦	♦						
690	19.4	19.5					♦							
690	19.5	19.6					♦							
690	19.6	19.7					♦							
690	19.7	19.8	♦				♦	♦			♦			
690	19.8	19.9	♦				♦	♦			♦			
690	19.9	20.0	♦				♦	♦			♦			
690	20.0	20.1	♦								♦			
690	20.1	20.2	♦								♦			
690	20.2	20.3												
690	20.3	20.4	♦								♦			
690	20.4	20.5	♦					♦			♦			
690	20.5	20.6	♦								♦			
690	20.6	20.7	♦								♦			
690	20.7	20.8	♦								♦			
690	20.8	20.9	♦								♦			
690	20.9	21.0	♦								♦			
690	21.0	21.1	♦					♦			♦			
690	21.1	21.2												
690	21.2	21.3	♦								♦			
690	21.3	21.4	♦								♦			
690	21.4	21.5	♦								♦			
690	21.5	21.6	♦								♦			
690	21.6	21.7	♦								♦			
690	21.7	21.8	♦								♦			
690	21.8	21.9	♦								♦			
690	21.9	22.0	♦								♦			
690	22.0	22.1	♦											
690	22.1	22.2	♦								♦			
690	22.2	22.3	♦								♦			
690	22.3	22.4	♦					♦			♦			
690	22.4	22.5	♦								♦			
690	22.5	22.6	♦								♦			
690	22.6	22.7	♦					♦			♦			
690	22.7	22.8	♦								♦			
690	22.8	22.9	♦								♦			
690	22.9	23.0	♦					♦			♦			
690	23.0	23.1	♦								♦			
690	23.1	23.2	♦								♦			
690	23.2	23.3	♦								♦			
690	23.3	23.4	♦								♦			
690	23.4	23.5	♦								♦			
690	23.5	23.6	♦								♦			
690	23.6	23.7	♦								♦			
690	23.7	23.8	♦								♦			
690	23.8	23.9	♦								♦			
690	23.9	24.0	♦								♦			
690	24.0	24.1	♦								♦			
690	24.1	24.2	♦					♦			♦			
690	24.2	24.3	♦								♦			
690	24.3	24.4	♦					♦			♦			
690	24.4	24.5	♦					♦			♦			
690	24.5	24.6	♦					♦			♦			
690	24.6	24.7	♦					♦			♦			
690	24.7	24.8	♦					♦			♦			
690	24.8	24.9	♦					♦			♦			
690	24.9	25.0	♦					♦			♦			
690	25.0	25.1	♦					♦			♦			
690	25.1	25.2	♦					♦						
690	25.2	25.3	♦					♦			♦			
690	25.3	25.4	♦					♦			♦			
690	25.4	25.5	♦					♦			♦			
690	25.5	25.6	♦					♦			♦			
690	25.6	25.7	♦					♦			♦			
690	25.7	25.8	♦					♦			♦			
690	25.8	25.9	♦					♦			♦			
690	25.9	26.0	♦					♦			♦			
690	26.0	26.1	♦					♦			♦			
690	26.1	26.2	♦					♦			♦			
690	26.2	26.3	♦					♦						
690	26.3	26.4	♦					♦						
690	26.4	26.5	♦					♦						

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
690	26.5	26.6	♦					♦						
690	26.6	26.7	♦					♦						
690	26.7	26.8	♦					♦						
690	26.8	26.9	♦					♦						
690	26.9	27.0	♦					♦						
690	27.0	27.1	♦					♦						
690	27.1	27.2	♦					♦			♦			
690	27.2	27.3	♦					♦			♦			
690	27.3	27.4	♦					♦			♦			
690	27.4	27.5	♦					♦			♦			
690	27.5	27.6	♦					♦			♦			
690	27.6	27.7	♦					♦			♦			
690	27.7	27.8	♦					♦			♦			
690	27.8	27.9	♦					♦			♦			
690	27.9	28.0	♦					♦			♦			
690	28.0	28.1	♦					♦			♦			
690	28.1	28.2	♦					♦			♦			
690	28.2	28.3	♦					♦			♦			
690	28.3	28.4	♦					♦			♦			
690	28.4	28.5	♦					♦			♦			
690	28.5	28.6	♦					♦			♦			
690	28.6	28.7	♦					♦			♦			
690	28.7	28.8	♦					♦			♦			
690	28.8	28.9	♦					♦			♦			
690	28.9	29.0	♦					♦			♦			
690	29.0	29.1	♦	♦		♦		♦			♦			
690	29.1	29.2	♦			♦		♦			♦			
690	29.2	29.3	♦					♦			♦			
690	29.3	29.4	♦					♦			♦			
690	29.4	29.5	♦					♦			♦			
690	29.5	29.6	♦					♦			♦			
690	29.6	29.7	♦					♦			♦			
690	29.7	29.8	♦					♦			♦			
690	29.8	29.9	♦					♦			♦			
690	29.9	30.0	♦					♦			♦			
690	30.0	30.1	♦					♦			♦			
690	30.1	30.2	♦					♦			♦			
690	30.2	30.3	♦					♦			♦			
690	30.3	30.4	♦					♦			♦			
690	30.4	30.5	♦					♦			♦			
690	30.5	30.6	♦					♦			♦			
690	30.6	30.7	♦					♦			♦			
690	30.7	30.8	♦					♦			♦			
690	30.8	30.9	♦					♦			♦			
690	30.9	31.0	♦					♦			♦			
690	31.0	31.1	♦					♦			♦			
690	31.1	31.2	♦					♦			♦			
690	31.2	31.3	♦					♦			♦			
690	31.3	31.4	♦					♦			♦			
690	31.4	31.5	♦					♦			♦			
690	31.5	31.6	♦					♦			♦			
690	31.6	31.7	♦					♦			♦			
690	31.7	31.8	♦					♦			♦			
690	31.8	31.9	♦					♦			♦			
690	31.9	32.0	♦					♦			♦			
690	32.0	32.1	♦					♦			♦			
690	32.1	32.2	♦					♦			♦			
690	32.2	32.3	♦					♦			♦			
690	32.3	32.4	♦					♦			♦			
690	32.4	32.5	♦					♦			♦			
690	32.5	32.6	♦					♦			♦			
690	32.6	32.7	♦					♦			♦			
690	32.7	32.8	♦					♦			♦			
690	32.8	32.9	♦					♦			♦			
690	32.9	33.0	♦					♦			♦			
690	33.0	33.1	♦					♦			♦			
690	33.1	33.2	♦					♦			♦			
690	33.2	33.3	♦					♦			♦			
690	33.3	33.4	♦					♦			♦			
690	33.4	33.5	♦					♦			♦			
690	33.5	33.6	♦					♦			♦			
690	33.6	33.7	♦					♦			♦			
690	33.7	33.8	♦					♦			♦			
690	33.8	33.9	♦					♦			♦			
690	33.9	34.0	♦					♦			♦			
690	34.0	34.1	♦					♦			♦			
690	34.1	34.2	♦					♦			♦			
690	34.2	34.3	♦					♦			♦			
690	34.3	34.4	♦					♦			♦			
690	34.4	34.5	♦					♦			♦			
690	34.5	34.6	♦					♦			♦			
690	34.6	34.7	♦					♦			♦			

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
690	34.7	34.8	♦					♦			♦			
690	34.8	34.9	♦					♦			♦			
690	34.9	35.0	♦					♦			♦			
690	35.0	35.1	♦					♦			♦			
690	35.1	35.2	♦					♦			♦			
690	35.2	35.3	♦					♦			♦			
690	35.3	35.4	♦					♦			♦			
690	35.4	35.5	♦					♦			♦			
690	35.5	35.6	♦					♦			♦			
690	35.6	35.7	♦					♦			♦			
690	35.7	35.8	♦					♦			♦			
690	35.8	35.9	♦					♦			♦			
690	35.9	36.0	♦					♦			♦			
690	36.0	36.1	♦					♦			♦			
690	36.1	36.2	♦					♦			♦			
690	36.2	36.3	♦					♦			♦			
690	36.3	36.4	♦					♦			♦			
690	36.4	36.5	♦					♦			♦			
690	36.5	36.6	♦					♦			♦			
690	36.6	36.7	♦					♦			♦			
690	36.7	36.8	♦					♦			♦			
690	36.8	36.9	♦					♦			♦			
690	36.9	37.0	♦					♦			♦			
690	37.0	37.1	♦					♦			♦			
690	37.1	37.2	♦					♦			♦			
690	37.2	37.3	♦					♦			♦			
690	37.3	37.4	♦					♦			♦			
690	37.4	37.5	♦					♦			♦			
690	37.5	37.6	♦					♦			♦			
690	37.6	37.7	♦					♦			♦			
690	37.7	37.8	♦					♦			♦			
690	37.8	37.9	♦					♦			♦			
690	37.9	38.0	♦					♦			♦			
690	38.0	38.1	♦					♦			♦			
690	38.1	38.2	♦					♦			♦			
690	38.2	38.3	♦					♦			♦			
690	38.3	38.4	♦					♦			♦			
690	38.4	38.5	♦					♦			♦			
690	38.5	38.6	♦					♦			♦			
690	38.6	38.7	♦					♦			♦			
690	38.7	38.8	♦					♦			♦			
690	38.8	38.9	♦					♦			♦			
690	38.9	39.0	♦					♦			♦			
690	39.0	39.1	♦					♦			♦			
690	39.1	39.2	♦					♦			♦			
690	39.2	39.3	♦					♦			♦			
690	39.3	39.4	♦					♦			♦			
690	39.4	39.5	♦					♦			♦			
690	39.5	39.6	♦					♦			♦			
690	39.6	39.7	♦					♦			♦			
690	39.7	39.8	♦					♦			♦			
690	39.8	39.9	♦					♦			♦			
690	39.9	40.0	♦					♦			♦			
690	40.0	40.1	♦					♦			♦			
690	40.1	40.2	♦					♦			♦			
690	40.2	40.3	♦					♦			♦			
690	40.3	40.4	♦					♦			♦			
690	40.4	40.5	♦					♦			♦			
690	40.5	40.6	♦					♦			♦			
690	40.6	40.7	♦					♦			♦			
690	40.7	40.8	♦					♦			♦			
690	40.8	40.9	♦					♦			♦			
690	40.9	41.0	♦					♦			♦			
690	41.0	41.1	♦					♦			♦			
690	41.1	41.2	♦					♦			♦			
690	41.2	41.3	♦					♦			♦			
690	41.3	41.4	♦					♦			♦			
690	41.4	41.5	♦					♦			♦			
690	41.5	41.6	♦					♦			♦			
690	41.6	41.7	♦					♦			♦			
690	41.7	41.8	♦					♦			♦			
690	41.8	41.9	♦					♦			♦			
690	41.9	42.0	♦					♦			♦			
690	42.0	42.1	♦					♦			♦	♦		
690	42.1	42.2	♦				♦	♦			♦	♦		
690	42.2	42.3	♦				♦	♦			♦	♦		
690	42.3	42.4	♦				♦	♦			♦	♦		
690	42.4	42.5	♦				♦	♦			♦			
690	42.5	42.6	♦				♦	♦			♦			
690	42.6	42.7	♦				♦	♦			♦			
690	42.7	42.8	♦				♦	♦			♦			
690	42.8	42.9	♦				♦	♦			♦			



## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
690	42.9	43.0	♦				♦	♦			♦			
690	43.0	43.1	♦				♦	♦			♦			
690	43.1	43.2	♦				♦	♦			♦			
690	43.2	43.3	♦				♦	♦			♦			
690	43.3	43.4	♦				♦	♦			♦			
690	43.4	43.5	♦				♦	♦			♦			
690	43.5	43.6	♦				♦	♦			♦			
690	43.6	43.7	♦				♦	♦			♦			
690	43.7	43.8	♦				♦	♦			♦			
690	43.8	43.9	♦				♦	♦		♦	♦	♦		
690	43.9	44.0	♦				♦	♦		♦	♦	♦		
690	44.0	44.1	♦				♦	♦		♦	♦	♦		
Total Miles			25.3	0.1	0.1	0.1	22.0	28.4	0.0	0.3	23.1	0.8	0.0	0.0
700	0.0	0.1	♦				♦	♦		♦	♦	♦		
700	0.1	0.2	♦				♦	♦		♦	♦	♦		
700	0.2	0.3	♦				♦	♦		♦	♦	♦		
700	0.3	0.4	♦				♦	♦		♦	♦	♦		
700	0.4	0.5	♦				♦	♦		♦	♦	♦		
700	0.5	0.6	♦				♦	♦		♦	♦	♦		
700	0.6	0.7	♦				♦	♦		♦	♦	♦		
700	0.7	0.8	♦				♦	♦		♦	♦	♦		
700	0.8	0.9	♦				♦	♦		♦	♦	♦		
700	0.9	1.0	♦				♦	♦		♦	♦	♦		
700	1.0	1.1	♦				♦	♦		♦	♦	♦		
700	1.1	1.2	♦				♦	♦		♦	♦	♦		
700	1.2	1.3	♦				♦	♦		♦	♦	♦		
700	1.3	1.4	♦				♦	♦		♦	♦	♦		
700	1.4	1.5	♦				♦	♦		♦	♦	♦		
700	1.5	1.6	♦				♦	♦		♦	♦	♦		
700	1.6	1.7	♦				♦	♦		♦	♦	♦		
700	1.7	1.8	♦				♦	♦		♦	♦	♦		
700	1.8	1.9	♦				♦	♦		♦	♦	♦		
700	1.9	2.0	♦				♦	♦		♦	♦	♦		
700	2.0	2.1	♦				♦	♦		♦	♦	♦		
700	2.1	2.2	♦				♦	♦		♦	♦	♦		
700	2.2	2.3	♦				♦	♦		♦	♦	♦		
700	2.3	2.4	♦				♦	♦		♦	♦	♦		
700	2.4	2.5	♦				♦	♦		♦	♦	♦		
700	2.5	2.6	♦				♦	♦		♦	♦	♦		
700	2.6	2.7	♦				♦	♦		♦	♦	♦		
700	2.7	2.8	♦				♦	♦		♦	♦	♦		
700	2.8	2.9	♦				♦	♦		♦	♦	♦		
700	2.9	3.0	♦				♦	♦		♦	♦	♦		
700	3.0	3.1	♦				♦	♦		♦	♦	♦		
700	3.1	3.2	♦				♦	♦		♦	♦	♦		
700	3.2	3.3	♦				♦	♦		♦	♦	♦		
700	3.3	3.4	♦				♦	♦		♦	♦	♦		
700	3.4	3.5	♦				♦	♦		♦	♦	♦		
700	3.5	3.6	♦				♦	♦		♦	♦	♦		
700	3.6	3.7	♦				♦	♦		♦	♦	♦		
700	3.7	3.8	♦				♦	♦		♦	♦	♦		
700	3.8	3.9	♦				♦	♦		♦	♦	♦		
700	3.9	4.0	♦				♦	♦		♦	♦	♦		
700	4.0	4.1	♦				♦	♦		♦	♦	♦		
700	4.1	4.2	♦				♦	♦		♦	♦	♦		
700	4.2	4.3	♦				♦	♦		♦	♦	♦		
700	4.3	4.4	♦				♦	♦		♦	♦	♦		
700	4.4	4.5	♦				♦	♦		♦	♦	♦		
700	4.5	4.6	♦				♦	♦		♦	♦	♦		
700	4.6	4.7	♦				♦	♦		♦	♦	♦		
700	4.7	4.8	♦				♦	♦		♦	♦	♦		
700	4.8	4.9	♦				♦	♦		♦	♦	♦		
700	4.9	5.0	♦				♦	♦		♦	♦	♦		
700	5.0	5.1	♦				♦	♦		♦	♦	♦		
700	5.1	5.2	♦				♦	♦		♦	♦	♦		
700	5.2	5.3	♦				♦	♦		♦	♦	♦		
700	5.3	5.4	♦				♦	♦		♦	♦	♦		
700	5.4	5.5	♦				♦	♦		♦	♦	♦		
700	5.5	5.6	♦				♦	♦		♦	♦	♦		
700	5.6	5.7	♦				♦	♦		♦	♦	♦		
700	5.7	5.8	♦				♦	♦		♦	♦	♦		
700	5.8	5.9	♦				♦	♦		♦	♦	♦		
700	5.9	6.0	♦				♦	♦		♦	♦	♦		
700	6.0	6.1	♦				♦	♦		♦	♦	♦		
700	6.1	6.2	♦				♦	♦		♦	♦	♦		
700	6.2	6.3	♦				♦	♦		♦	♦	♦		
700	6.3	6.4	♦				♦	♦		♦	♦	♦		
700	6.4	6.5	♦				♦	♦		♦	♦	♦		
700	6.5	6.6	♦				♦	♦		♦	♦	♦		
700	6.6	6.7	♦				♦	♦		♦	♦	♦		
700	6.7	6.8	♦				♦	♦		♦	♦	♦		

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
700	6.8	6.9	♦					♦			♦			
700	6.9	7.0	♦											
700	7.0	7.1	♦					♦			♦			
700	7.1	7.2	♦					♦			♦			
700	7.2	7.3	♦					♦			♦			
700	7.3	7.4	♦					♦			♦			
700	7.4	7.5	♦					♦			♦			
700	7.5	7.6	♦					♦			♦			
700	7.6	7.7	♦					♦			♦			
700	7.7	7.8	♦					♦			♦			
700	7.8	7.9	♦					♦			♦			
700	7.9	8.0	♦					♦			♦			
700	8.0	8.1	♦					♦			♦			
700	8.1	8.2	♦					♦			♦			
700	8.2	8.3	♦					♦			♦			
700	8.3	8.4	♦					♦			♦			
700	8.4	8.5	♦					♦			♦			
700	8.5	8.6	♦					♦			♦			
700	8.6	8.7	♦					♦			♦			
700	8.7	8.8	♦					♦			♦			
700	8.8	8.9	♦					♦			♦			
700	8.9	9.0	♦					♦			♦			
700	9.0	9.1	♦					♦			♦			
700	9.1	9.2	♦					♦			♦			
700	9.2	9.3	♦					♦			♦			
700	9.3	9.4	♦					♦			♦			
700	9.4	9.5	♦					♦			♦			
700	9.5	9.6	♦					♦			♦			
700	9.6	9.7	♦					♦			♦			
700	9.7	9.8	♦					♦			♦			
700	9.8	9.9	♦					♦			♦			
700	9.9	10.0	♦					♦			♦			
700	10.0	10.1	♦					♦			♦			
700	10.1	10.2	♦					♦			♦			
700	10.2	10.3	♦					♦			♦			
700	10.3	10.4	♦					♦			♦			
700	10.4	10.5	♦					♦			♦			
700	10.5	10.6	♦					♦			♦			
700	10.6	10.7	♦					♦			♦			
700	10.7	10.8	♦					♦			♦			
700	10.8	10.9	♦					♦			♦			
700	10.9	11.0	♦					♦			♦			
700	11.0	11.1	♦					♦			♦			
700	11.1	11.2	♦					♦			♦			
700	11.2	11.3	♦					♦			♦			
700	11.3	11.4	♦					♦			♦			
700	11.4	11.5	♦					♦			♦			
700	11.5	11.6	♦					♦			♦			
700	11.6	11.7	♦					♦			♦			
700	11.7	11.8	♦					♦			♦			
700	11.8	11.9	♦					♦			♦			
700	11.9	12.0	♦					♦			♦			
700	12.0	12.1	♦					♦			♦			
Total Miles			12.1	0.0	0.0	0.0	0.3	12.1	0.0	0.3	11.8	0.3	0.0	0.0
720	0.0	0.1	♦					♦			♦			
720	0.1	0.2	♦					♦			♦			
720	0.2	0.3	♦					♦			♦			
720	0.3	0.4	♦					♦			♦			
720	0.4	0.5	♦					♦			♦			
720	0.5	0.6	♦					♦			♦			
720	0.6	0.7	♦					♦			♦			
720	0.7	0.8	♦					♦			♦			
720	0.8	0.9	♦					♦			♦			
720	0.9	1.0	♦					♦			♦			
720	1.0	1.1	♦					♦			♦			
720	1.1	1.2	♦					♦			♦			
720	1.2	1.3	♦					♦			♦			
720	1.3	1.4	♦					♦			♦			
720	1.4	1.5	♦					♦			♦			
720	1.5	1.6	♦					♦			♦			
720	1.6	1.7	♦					♦			♦			
720	1.7	1.8	♦					♦			♦			
720	1.8	1.9	♦					♦			♦			
720	1.9	2.0	♦					♦			♦			
720	2.0	2.1	♦					♦			♦			
720	2.1	2.2	♦					♦			♦			
720	2.2	2.3	♦					♦			♦			
720	2.3	2.4	♦					♦			♦			
720	2.4	2.5	♦					♦			♦			
720	2.5	2.6	♦					♦			♦			
720	2.6	2.7	♦					♦			♦			

## APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
720	2.7	2.8	♦					♦			♦			
720	2.8	2.9	♦					♦			♦			
720	2.9	3.0	♦					♦			♦			
720	3.0	3.1	♦					♦			♦			
720	3.1	3.2	♦					♦			♦			
720	3.2	3.3	♦					♦			♦			
720	3.3	3.4	♦					♦			♦			
720	3.4	3.5	♦					♦			♦			
720	3.5	3.6	♦					♦			♦			
720	3.6	3.7	♦					♦			♦			
720	3.7	3.8	♦					♦			♦			
720	3.8	3.9	♦					♦			♦			
720	3.9	4.0	♦					♦			♦			
720	4.0	4.1	♦					♦			♦			
720	4.1	4.2	♦					♦			♦			
720	4.2	4.3	♦					♦			♦			
720	4.3	4.4	♦					♦			♦			
720	4.4	4.5	♦					♦			♦			
720	4.5	4.6	♦					♦			♦			
720	4.6	4.7	♦					♦			♦			
720	4.7	4.8	♦					♦			♦			
720	4.8	4.9	♦					♦			♦			
720	4.9	5.0	♦					♦			♦			
720	5.0	5.1	♦					♦						
720	5.1	5.2	♦					♦			♦			
720	5.2	5.3	♦					♦			♦			
720	5.3	5.4	♦					♦			♦			
720	5.4	5.5	♦					♦			♦			
720	5.5	5.6	♦					♦			♦			
720	5.6	5.7	♦					♦						
720	5.7	5.8	♦					♦			♦			
720	5.8	5.9	♦					♦			♦			
720	5.9	6.0	♦					♦			♦			
720	6.0	6.1	♦					♦			♦			
720	6.1	6.2	♦					♦			♦			
720	6.2	6.3	♦					♦			♦			
720	6.3	6.4	♦					♦			♦			
720	6.4	6.5	♦					♦			♦			
720	6.5	6.6	♦					♦			♦			
720	6.6	6.7	♦					♦			♦			
720	6.7	6.8	♦					♦			♦			
720	6.8	6.9	♦					♦			♦			
720	6.9	7.0	♦					♦			♦			
720	7.0	7.1	♦					♦			♦			
720	7.1	7.2	♦					♦			♦			
720	7.2	7.3	♦					♦			♦			
720	7.3	7.4	♦					♦			♦			
720	7.4	7.5	♦					♦			♦			
720	7.5	7.6	♦					♦			♦			
720	7.6	7.7	♦					♦						
720	7.7	7.8	♦					♦			♦			
720	7.8	7.9	♦					♦			♦			
720	7.9	8.0	♦					♦			♦			
720	8.0	8.1	♦					♦			♦			
720	8.1	8.2	♦					♦			♦			
720	8.2	8.3	♦					♦			♦			
720	8.3	8.4	♦					♦			♦			
720	8.4	8.5	♦					♦			♦			
720	8.5	8.6	♦					♦			♦			
720	8.6	8.7	♦					♦			♦			
720	8.7	8.8	♦					♦			♦			
720	8.8	8.9	♦					♦			♦			
720	8.9	9.0	♦					♦			♦			
720	9.0	9.1	♦					♦			♦			
720	9.1	9.2	♦					♦			♦			
720	9.2	9.3	♦					♦			♦			
720	9.3	9.4	♦					♦			♦			
720	9.4	9.5	♦					♦			♦			
720	9.5	9.6	♦					♦			♦			
720	9.6	9.7	♦					♦			♦			
720	9.7	9.8	♦					♦			♦			
720	9.8	9.9	♦					♦			♦			
720	9.9	10.0	♦					♦			♦			
720	10.0	10.1	♦					♦			♦			
720	10.1	10.2	♦					♦			♦			
720	10.2	10.3	♦					♦						
720	10.3	10.4	♦					♦			♦			
720	10.4	10.5	♦					♦			♦			
720	10.5	10.6	♦					♦			♦			
720	10.6	10.7	♦					♦			♦			
720	10.7	10.8	♦					♦			♦			
720	10.8	10.9	♦					♦			♦			



APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
720	10.9	11.0	♦					♦			♦			
720	11.0	11.1	♦					♦			♦			
720	11.1	11.2	♦					♦			♦			
720	11.2	11.3	♦					♦			♦			
720	11.3	11.4	♦					♦			♦			
720	11.4	11.5	♦					♦			♦			
720	11.5	11.6	♦					♦			♦			
720	11.6	11.7	♦					♦			♦			
720	11.7	11.8	♦					♦			♦			
720	11.8	11.9	♦					♦			♦			
720	11.9	12.0	♦					♦			♦			
720	12.0	12.1	♦					♦			♦			
720	12.1	12.2	♦					♦			♦			
720	12.2	12.3	♦					♦			♦			
720	12.3	12.4	♦					♦			♦			
720	12.4	12.5	♦					♦			♦			
720	12.5	12.6	♦					♦			♦			
720	12.6	12.7	♦								♦			
720	12.7	12.8	♦								♦			
720	12.8	12.9	♦								♦			
720	12.9	13.0	♦								♦			
720	13.0	13.1	♦								♦			
720	13.1	13.2	♦								♦			
720	13.2	13.3	♦								♦			
720	13.3	13.4	♦								♦			
720	13.4	13.5	♦					♦			♦			
720	13.5	13.6	♦					♦			♦			
720	13.6	13.7	♦					♦			♦			
720	13.7	13.8	♦					♦			♦			
720	13.8	13.9	♦					♦			♦			
720	13.9	14.0	♦					♦			♦			
720	14.0	14.1	♦					♦			♦			
720	14.1	14.2	♦					♦			♦			
720	14.2	14.3	♦					♦			♦			
720	14.3	14.4	♦					♦			♦			
720	14.4	14.5	♦					♦			♦			
720	14.5	14.6	♦					♦			♦			
720	14.6	14.7	♦					♦			♦			
720	14.7	14.8	♦					♦			♦			
720	14.8	14.9	♦					♦			♦			
720	14.9	15.0	♦					♦			♦			
720	15.0	15.1	♦					♦			♦			
720	15.1	15.2	♦					♦			♦			
720	15.2	15.3	♦					♦			♦			
720	15.3	15.4	♦					♦			♦			
720	15.4	15.5	♦					♦			♦			
720	15.5	15.6	♦					♦			♦			
720	15.6	15.7	♦					♦			♦			
720	15.7	15.8	♦					♦			♦			
720	15.8	15.9	♦					♦			♦			
720	15.9	16.0	♦					♦			♦			
720	16.0	16.1	♦					♦			♦			
720	16.1	16.2	♦					♦			♦			
720	16.2	16.3	♦					♦			♦			
720	16.3	16.4	♦					♦			♦			
720	16.4	16.5	♦					♦			♦			
720	16.5	16.6	♦					♦			♦			
720	16.6	16.7	♦					♦			♦			
720	16.7	16.8	♦					♦			♦			
720	16.8	16.9	♦					♦						
720	16.9	17.0	♦					♦			♦			
720	17.0	17.1	♦					♦			♦			
720	17.1	17.2	♦					♦			♦			
720	17.2	17.3	♦					♦			♦			
720	17.3	17.4	♦					♦			♦			
720	17.4	17.5	♦					♦			♦			
720	17.5	17.6	♦					♦			♦			
720	17.6	17.7	♦					♦			♦			
720	17.7	17.8	♦					♦			♦			
720	17.8	17.9	♦					♦			♦			
720	17.9	18.0	♦					♦			♦			
720	18.0	18.1	♦					♦			♦			
720	18.1	18.2	♦								♦			
720	18.2	18.3	♦								♦			
720	18.3	18.4	♦								♦			
720	18.4	18.5	♦								♦			
720	18.5	18.6		♦	♦	♦	♦				♦			
720	18.6	18.7		♦	♦	♦	♦				♦			
720	18.7	18.8		♦	♦	♦	♦				♦			
720	18.8	18.9		♦	♦	♦	♦				♦			
720	18.9	19.0		♦	♦	♦	♦				♦			
720	19.0	19.1		♦	♦	♦	♦	♦			♦			

APPENDIX D-1, Committed Mitigation for the Proposed Action - Midpoint to Dry Lake (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
720	19.1	19.2		♦	♦	♦		♦			♦			
720	19.2	19.3		♦	♦	♦		♦			♦			
720	19.3	19.4		♦	♦	♦		♦			♦			
720	19.4	19.5		♦	♦	♦		♦			♦			
720	19.5	19.6		♦	♦	♦		♦			♦			
720	19.6	19.7		♦	♦	♦		♦			♦			
720	19.7	19.8		♦	♦	♦		♦			♦			
720	19.8	19.9		♦	♦	♦		♦			♦			
720	19.9	20.0		♦	♦	♦		♦			♦			
720	20.0	20.1		♦	♦	♦		♦			♦			
720	20.1	20.2		♦	♦	♦		♦			♦			
720	20.2	20.3		♦	♦	♦		♦			♦			
720	20.3	20.4		♦	♦	♦		♦			♦			
720	20.4	20.5		♦	♦	♦		♦			♦			
720	20.5	20.6		♦	♦	♦		♦			♦			
720	20.6	20.7		♦		♦		♦						
720	20.7	20.8		♦		♦		♦						
720	20.8	20.9		♦				♦						
720	20.9	21.0		♦				♦						
720	21.0	21.1		♦				♦						
720	21.1	21.2		♦				♦						
720	21.2	21.3	♦					♦						
720	21.3	21.4	♦					♦						
720	21.4	21.5		♦				♦						
720	21.5	21.6		♦				♦						
720	21.6	21.7		♦				♦						
720	21.7	21.8		♦				♦						
720	21.8	21.9		♦				♦						
720	21.9	22.0		♦				♦						
720	22.0	22.1		♦	♦	♦		♦			♦			
720	22.1	22.2		♦	♦	♦		♦			♦			
720	22.2	22.3		♦	♦	♦					♦			
720	22.3	22.4		♦	♦			♦			♦			
720	22.4	22.5		♦	♦						♦			
720	22.5	22.6		♦	♦						♦			
720	22.6	22.7		♦	♦						♦			
720	22.7	22.8		♦	♦						♦			
Total Miles			18.7	4.1	2.9	2.5	0.0	20.6	0.0	0.0	20.6	0.0	0.0	0.0
GRAND TOTAL			137.5	207.1	196.2	164.7	102.9	175.6	0.0	15.1	308.4	35.2	94.4	1.8





## APPENDIX D-2

### COMMITTED MITIGATION FOR THE PROPOSED ACTION

#### *ELY TO DELTA*

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
350	0.0	0.1		♦	♦	♦					♦			
350	0.1	0.2		♦	♦	♦					♦			
350	0.2	0.3		♦	♦	♦					♦			
350	0.3	0.4		♦	♦	♦		♦			♦			
350	0.4	0.5		♦	♦	♦					♦			
350	0.5	0.6		♦	♦	♦					♦			
350	0.6	0.7		♦	♦	♦					♦			
350	0.7	0.8		♦	♦	♦					♦			
350	0.8	0.9		♦	♦	♦					♦			
350	0.9	1.0		♦	♦	♦		♦			♦			
350	1.0	1.1		♦	♦	♦					♦			
350	1.1	1.2		♦	♦	♦					♦			
350	1.2	1.3		♦	♦	♦					♦			
350	1.3	1.4		♦	♦	♦					♦			
350	1.4	1.5	♦								♦			
350	1.5	1.6	♦					♦			♦			
350	1.6	1.7	♦					♦			♦			
350	1.7	1.8	♦								♦			
350	1.8	1.9		♦	♦	♦					♦			
350	1.9	2.0		♦	♦	♦					♦			
350	2.0	2.1		♦	♦	♦					♦			
350	2.1	2.2		♦	♦	♦					♦			
350	2.2	2.3		♦	♦	♦		♦			♦			
350	2.3	2.4		♦	♦	♦		♦			♦			
350	2.4	2.5		♦	♦	♦		♦			♦			
350	2.5	2.6		♦	♦	♦					♦			
350	2.6	2.7		♦	♦	♦					♦			
350	2.7	2.8		♦	♦	♦					♦			
350	2.8	2.9		♦	♦	♦					♦			
350	2.9	3.0		♦	♦	♦					♦			
350	3.0	3.1		♦	♦			♦			♦			
350	3.1	3.2	♦							♦	♦			
350	3.2	3.3	♦							♦	♦			
350	3.3	3.4	♦							♦	♦			
350	3.4	3.5	♦							♦	♦			
350	3.5	3.6		♦	♦	♦					♦			
350	3.6	3.7		♦	♦	♦					♦			
350	3.7	3.8		♦	♦	♦					♦			
350	3.8	3.9		♦	♦	♦		♦			♦			
350	3.9	4.0		♦	♦	♦					♦			
350	4.0	4.1		♦	♦	♦					♦			
350	4.1	4.2		♦	♦	♦					♦			
350	4.2	4.3		♦	♦	♦					♦			
350	4.3	4.4		♦	♦	♦					♦			
350	4.4	4.5		♦	♦	♦		♦			♦			
350	4.5	4.6		♦	♦	♦		♦			♦			
350	4.6	4.7		♦	♦	♦		♦			♦			
350	4.7	4.8		♦	♦	♦					♦			
350	4.8	4.9		♦	♦	♦					♦			
350	4.9	5.0		♦	♦	♦		♦			♦			
350	5.0	5.1			♦	♦		♦						
350	5.1	5.2			♦	♦		♦						
350	5.2	5.3						♦						
350	5.3	5.4						♦						
350	5.4	5.5												
350	5.5	5.6												
350	5.6	5.7	♦					♦			♦			
350	5.7	5.8	♦								♦			
350	5.8	5.9	♦								♦			
350	5.9	6.0		♦	♦	♦					♦			
350	6.0	6.1	♦					♦			♦			
350	6.1	6.2	♦	♦	♦	♦					♦			
350	6.2	6.3		♦	♦	♦					♦			
350	6.3	6.4	♦								♦			
350	6.4	6.5		♦	♦	♦					♦			
350	6.5	6.6		♦	♦	♦					♦			
350	6.6	6.7	♦	♦	♦	♦		♦			♦			
350	6.7	6.8	♦		♦			♦			♦			
350	6.8	6.9	♦								♦			
350	6.9	7.0	♦								♦			
350	7.0	7.1	♦								♦			
350	7.1	7.2		♦	♦	♦		♦			♦			

\* Refer to Table 1-5 in this document for Committed Mitigation Measures

APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
350	7.2	7.3	♦					♦			♦			
350	7.3	7.4	♦								♦			
350	7.4	7.5	♦								♦			
350	7.5	7.6	♦					♦			♦			
350	7.6	7.7	♦								♦			
350	7.7	7.8		♦	♦	♦					♦			
350	7.8	7.9	♦								♦			
350	7.9	8.0	♦								♦			
350	8.0	8.1												
350	8.1	8.2	♦								♦			
350	8.2	8.3	♦								♦			
350	8.3	8.4	♦								♦			
350	8.4	8.5	♦								♦			
350	8.5	8.6	♦								♦			
350	8.6	8.7	♦								♦			
350	8.7	8.8		♦	♦	♦					♦			
350	8.8	8.9		♦	♦	♦					♦			
350	8.9	9.0		♦	♦	♦					♦			
350	9.0	9.1		♦	♦	♦					♦			
350	9.1	9.2		♦	♦	♦					♦			
350	9.2	9.3		♦	♦	♦					♦			
350	9.3	9.4		♦	♦	♦					♦			
350	9.4	9.5			♦	♦		♦						
350	9.5	9.6			♦	♦								
350	9.6	9.7			♦	♦								
350	9.7	9.8			♦	♦								
350	9.8	9.9			♦	♦								
350	9.9	10.0			♦	♦								
350	10.0	10.1			♦	♦		♦						
350	10.1	10.2			♦	♦		♦						
350	10.2	10.3		♦	♦	♦		♦			♦			
350	10.3	10.4		♦	♦	♦					♦			
350	10.4	10.5		♦	♦	♦		♦			♦			
350	10.5	10.6		♦	♦	♦					♦			
350	10.6	10.7		♦	♦	♦					♦			
350	10.7	10.8		♦	♦	♦		♦			♦			
350	10.8	10.9			♦	♦								
350	10.9	11.0			♦	♦		♦						
350	11.0	11.1	♦								♦			
350	11.1	11.2	♦					♦			♦			
350	11.2	11.3		♦	♦	♦		♦			♦		♦	
350	11.3	11.4		♦	♦	♦		♦			♦		♦	
350	11.4	11.5		♦	♦	♦		♦			♦		♦	
350	11.5	11.6		♦	♦	♦		♦			♦	♦	♦	
350	11.6	11.7		♦	♦	♦		♦			♦	♦	♦	
350	11.7	11.8		♦	♦	♦		♦			♦	♦	♦	
350	11.8	11.9		♦	♦	♦		♦			♦	♦	♦	
350	11.9	12.0		♦	♦	♦		♦			♦	♦	♦	
350	12.0	12.1		♦	♦	♦		♦			♦	♦	♦	
350	12.1	12.2		♦	♦	♦		♦			♦	♦	♦	
350	12.2	12.3		♦	♦	♦		♦			♦	♦	♦	
350	12.3	12.4	♦	♦	♦						♦	♦	♦	
350	12.4	12.5	♦					♦			♦			
350	12.5	12.6					♦	♦			♦			
350	12.6	12.7					♦	♦			♦			
350	12.7	12.8	♦				♦	♦			♦			
350	12.8	12.9					♦	♦			♦			
350	12.9	13.0	♦					♦			♦			
350	13.0	13.1	♦					♦			♦			
350	13.1	13.2	♦								♦			
350	13.2	13.3	♦					♦			♦			
350	13.3	13.4	♦								♦			
350	13.4	13.5	♦					♦			♦			
350	13.5	13.6	♦					♦			♦		♦	
350	13.6	13.7	♦					♦			♦		♦	
350	13.7	13.8	♦					♦			♦		♦	
350	13.8	13.9	♦					♦			♦		♦	
350	13.9	14.0	♦					♦			♦		♦	
Total Miles			4.8	7.5	8.7	8.3	0.4	5.8	0.0	0.5	12.3	0.8	1.6	0.0
351	0.0	0.1	♦					♦			♦		♦	
351	0.1	0.2	♦					♦			♦		♦	
351	0.2	0.3	♦					♦			♦		♦	
351	0.3	0.4	♦					♦			♦		♦	
351	0.4	0.5	♦					♦			♦		♦	
351	0.5	0.6	♦					♦			♦		♦	
351	0.6	0.7	♦					♦			♦		♦	
351	0.7	0.8	♦					♦			♦		♦	
351	0.8	0.9	♦					♦			♦		♦	
351	0.9	1.0	♦					♦			♦		♦	

## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
351	1.0	1.1	♦								♦	♦	♦	
351	1.1	1.2	♦								♦	♦	♦	
351	1.2	1.3	♦								♦	♦	♦	
351	1.3	1.4		♦	♦						♦	♦	♦	
351	1.4	1.5		♦	♦						♦	♦	♦	
351	1.5	1.6		♦	♦						♦	♦	♦	
351	1.6	1.7		♦	♦						♦	♦	♦	
351	1.7	1.8		♦	♦						♦	♦	♦	
351	1.8	1.9	♦								♦	♦	♦	
351	1.9	2.0		♦	♦						♦	♦	♦	
351	2.0	2.1		♦	♦			♦			♦	♦	♦	
351	2.1	2.2		♦	♦			♦			♦	♦	♦	
351	2.2	2.3	♦					♦			♦	♦	♦	
351	2.3	2.4	♦								♦	♦	♦	
351	2.4	2.5	♦	♦	♦						♦	♦	♦	
351	2.5	2.6		♦	♦						♦	♦	♦	
351	2.6	2.7	♦					♦			♦	♦	♦	
351	2.7	2.8	♦								♦	♦	♦	
351	2.8	2.9	♦								♦	♦	♦	
351	2.9	3.0	♦					♦			♦	♦	♦	
351	3.0	3.1	♦								♦	♦	♦	
351	3.1	3.2	♦								♦	♦	♦	
351	3.2	3.3	♦					♦			♦	♦	♦	
351	3.3	3.4	♦					♦			♦	♦	♦	
351	3.4	3.5	♦					♦			♦	♦	♦	
351	3.5	3.6	♦					♦			♦	♦	♦	
351	3.6	3.7	♦					♦			♦	♦	♦	
351	3.7	3.8		♦	♦			♦			♦	♦	♦	
351	3.8	3.9		♦	♦			♦			♦	♦	♦	
351	3.9	4.0		♦	♦			♦			♦	♦	♦	
351	4.0	4.1		♦	♦			♦			♦	♦	♦	
351	4.1	4.2		♦	♦			♦			♦	♦	♦	
351	4.2	4.3		♦	♦			♦			♦	♦	♦	
351	4.3	4.4		♦	♦			♦			♦	♦	♦	
351	4.4	4.5		♦	♦			♦			♦	♦	♦	
Total Miles			2.8	1.8	1.8	0.0	0.0	2.8	0.0	0.0	4.5	1.3	4.3	0.0
352	0.0	0.1		♦	♦			♦			♦			
352	0.1	0.2		♦	♦			♦		♦	♦	♦		
352	0.2	0.3		♦	♦			♦		♦	♦	♦		
352	0.3	0.4		♦	♦			♦		♦	♦	♦		
352	0.4	0.5		♦	♦			♦		♦	♦	♦		
Total Miles			0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.4	0.5	0.4	0.0	0.0
370	0.0	0.1	♦							♦	♦	♦		
370	0.1	0.2	♦								♦	♦		
370	0.2	0.3	♦					♦			♦	♦		
370	0.3	0.4	♦								♦	♦		
370	0.4	0.5	♦					♦			♦	♦		
370	0.5	0.6	♦	♦	♦	♦					♦	♦		
370	0.6	0.7	♦								♦	♦		
370	0.7	0.8	♦								♦	♦		
370	0.8	0.9	♦								♦	♦		
370	0.9	1.0	♦					♦			♦	♦		
370	1.0	1.1	♦					♦			♦	♦		
370	1.1	1.2	♦					♦			♦	♦		
370	1.2	1.3	♦					♦			♦	♦	♦	
370	1.3	1.4	♦					♦			♦	♦	♦	
370	1.4	1.5	♦					♦			♦	♦	♦	
370	1.5	1.6	♦					♦			♦	♦	♦	
370	1.6	1.7	♦					♦			♦	♦	♦	
370	1.7	1.8	♦					♦			♦	♦	♦	
370	1.8	1.9	♦					♦			♦	♦	♦	
370	1.9	2.0	♦					♦			♦	♦	♦	
370	2.0	2.1	♦					♦			♦	♦	♦	
370	2.1	2.2	♦								♦	♦	♦	
370	2.2	2.3	♦								♦	♦	♦	
370	2.3	2.4	♦								♦	♦	♦	
370	2.4	2.5	♦								♦	♦	♦	
370	2.5	2.6	♦					♦			♦	♦	♦	
370	2.6	2.7		♦	♦	♦		♦			♦	♦	♦	
370	2.7	2.8						♦				♦	♦	
370	2.8	2.9	♦								♦	♦	♦	
370	2.9	3.0	♦								♦	♦	♦	
370	3.0	3.1	♦								♦	♦	♦	
370	3.1	3.2		♦	♦	♦	♦				♦	♦	♦	
370	3.2	3.3	♦					♦			♦	♦	♦	
370	3.3	3.4	♦					♦			♦	♦	♦	
370	3.4	3.5	♦					♦			♦	♦	♦	
370	3.5	3.6	♦								♦	♦	♦	



## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
370	3.6	3.7		♦	♦	♦					♦			
370	3.7	3.8	♦	♦	♦	♦		♦			♦		♦	
370	3.8	3.9	♦					♦			♦		♦	
370	3.9	4.0	♦					♦			♦		♦	
370	4.0	4.1		♦	♦	♦		♦			♦		♦	
370	4.1	4.2		♦	♦	♦		♦			♦		♦	
370	4.2	4.3	♦					♦			♦		♦	
370	4.3	4.4	♦					♦			♦		♦	
370	4.4	4.5	♦					♦			♦		♦	
370	4.5	4.6		♦	♦	♦		♦			♦		♦	
370	4.6	4.7		♦	♦	♦		♦			♦		♦	
370	4.7	4.8	♦					♦			♦		♦	
370	4.8	4.9	♦					♦			♦		♦	
370	4.9	5.0	♦					♦			♦		♦	
370	5.0	5.1	♦					♦			♦		♦	
370	5.1	5.2	♦					♦			♦		♦	
370	5.2	5.3	♦					♦			♦		♦	
370	5.3	5.4		♦	♦	♦		♦			♦		♦	
370	5.4	5.5		♦	♦	♦		♦			♦		♦	
370	5.5	5.6		♦	♦	♦		♦			♦		♦	
370	5.6	5.7	♦					♦			♦		♦	
370	5.7	5.8	♦					♦			♦		♦	
370	5.8	5.9	♦					♦			♦		♦	
370	5.9	6.0		♦	♦	♦		♦			♦		♦	
370	6.0	6.1		♦	♦	♦		♦			♦		♦	
370	6.1	6.2	♦					♦			♦		♦	
370	6.2	6.3	♦					♦			♦		♦	
370	6.3	6.4	♦					♦			♦		♦	
370	6.4	6.5		♦	♦	♦		♦			♦		♦	
370	6.5	6.6		♦	♦	♦		♦			♦		♦	
370	6.6	6.7		♦	♦	♦		♦			♦		♦	
370	6.7	6.8		♦	♦	♦		♦			♦		♦	
370	6.8	6.9	♦					♦			♦		♦	
370	6.9	7.0	♦					♦			♦		♦	
370	7.0	7.1	♦					♦			♦		♦	
370	7.1	7.2	♦					♦			♦		♦	
370	7.2	7.3						♦			♦		♦	
370	7.3	7.4						♦			♦		♦	
370	7.4	7.5						♦			♦		♦	
370	7.5	7.6						♦			♦		♦	
370	7.6	7.7						♦			♦		♦	
370	7.7	7.8						♦			♦		♦	
370	7.8	7.9						♦			♦		♦	
370	7.9	8.0						♦			♦		♦	
370	8.0	8.1						♦			♦		♦	
370	8.1	8.2						♦			♦		♦	
370	8.2	8.3		♦	♦	♦								
370	8.3	8.4		♦										
370	8.4	8.5						♦						
370	8.5	8.6												
370	8.6	8.7												
370	8.7	8.8						♦						
370	8.8	8.9						♦						
370	8.9	9.0	♦					♦			♦			
370	9.0	9.1	♦								♦			
370	9.1	9.2	♦								♦			
370	9.2	9.3	♦								♦			
370	9.3	9.4	♦								♦			
370	9.4	9.5	♦								♦			
370	9.5	9.6	♦					♦			♦			
370	9.6	9.7	♦								♦			
370	9.7	9.8	♦								♦			
370	9.8	9.9	♦					♦			♦		♦	
370	9.9	10.0	♦								♦			
370	10.0	10.1	♦					♦			♦			
370	10.1	10.2	♦					♦			♦		♦	
370	10.2	10.3	♦					♦			♦		♦	
Total Miles			6.9	2.0	1.9	1.9	0.0	7.0	0.0	0.1	8.3	0.2	4.7	0.0
380	0.0	0.1	♦								♦			
380	0.1	0.2		♦	♦			♦			♦		♦	
380	0.2	0.3		♦	♦	♦		♦			♦		♦	
380	0.3	0.4		♦	♦	♦					♦			
380	0.4	0.5	♦								♦			
380	0.5	0.6	♦					♦			♦			
380	0.6	0.7												
380	0.7	0.8	♦								♦			
380	0.8	0.9	♦								♦			
380	0.9	1.0	♦								♦			
380	1.0	1.1		♦	♦	♦		♦			♦			
380	1.1	1.2		♦	♦	♦		♦			♦			

APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
380	1.2	1.3		♦	♦	♦					♦			
380	1.3	1.4		♦	♦	♦					♦			
380	1.4	1.5	♦	♦				♦			♦			
380	1.5	1.6	♦					♦			♦			
380	1.6	1.7	♦					♦			♦			
380	1.7	1.8		♦	♦						♦			
380	1.8	1.9	♦	♦	♦						♦			
380	1.9	2.0	♦	♦	♦					♦	♦	♦		
380	2.0	2.1	♦								♦		♦	
380	2.1	2.2		♦	♦			♦		♦	♦	♦	♦	
380	2.2	2.3		♦	♦					♦	♦	♦	♦	
380	2.3	2.4	♦							♦	♦		♦	
380	2.4	2.5	♦								♦			
380	2.5	2.6	♦								♦			
380	2.6	2.7	♦								♦			
380	2.7	2.8	♦								♦			
380	2.8	2.9		♦	♦			♦			♦			
380	2.9	3.0		♦	♦			♦			♦			
380	3.0	3.1		♦	♦			♦			♦			
380	3.1	3.2		♦	♦						♦			
380	3.2	3.3	♦					♦			♦			
380	3.3	3.4	♦					♦			♦			
380	3.4	3.5	♦					♦			♦			
380	3.5	3.6						♦						
380	3.6	3.7	♦								♦			
380	3.7	3.8	♦								♦			
380	3.8	3.9		♦	♦	♦					♦			
380	3.9	4.0												
380	4.0	4.1		♦	♦	♦	♦				♦			
380	4.1	4.2	♦	♦	♦	♦	♦							
380	4.2	4.3		♦	♦	♦	♦				♦			
380	4.3	4.4	♦								♦			
380	4.4	4.5	♦								♦			
380	4.5	4.6	♦								♦			
380	4.6	4.7		♦	♦	♦	♦				♦			
380	4.7	4.8		♦	♦	♦	♦				♦			
380	4.8	4.9		♦	♦	♦	♦				♦			
380	4.9	5.0		♦	♦	♦	♦				♦			
380	5.0	5.1		♦	♦	♦	♦				♦			
380	5.1	5.2		♦	♦	♦	♦				♦			
380	5.2	5.3		♦	♦	♦	♦				♦			
380	5.3	5.4		♦	♦	♦	♦				♦			
380	5.4	5.5		♦	♦	♦	♦				♦			
380	5.5	5.6		♦	♦	♦	♦				♦			
380	5.6	5.7		♦	♦	♦	♦	♦			♦			
380	5.7	5.8		♦	♦	♦	♦				♦			
380	5.8	5.9		♦	♦	♦	♦				♦			
380	5.9	6.0	♦								♦			
380	6.0	6.1	♦								♦			
380	6.1	6.2	♦								♦			
380	6.2	6.3	♦								♦			
380	6.3	6.4	♦								♦			
380	6.4	6.5	♦								♦			
380	6.5	6.6	♦					♦			♦			
380	6.6	6.7	♦								♦			
380	6.7	6.8	♦								♦			
380	6.8	6.9		♦	♦	♦	♦				♦			
380	6.9	7.0	♦								♦			
380	7.0	7.1	♦	♦	♦	♦					♦			
380	7.1	7.2	♦					♦			♦		♦	
380	7.2	7.3	♦					♦			♦		♦	
380	7.3	7.4		♦	♦	♦	♦	♦			♦		♦	
380	7.4	7.5		♦	♦	♦	♦	♦			♦		♦	
380	7.5	7.6		♦	♦	♦	♦	♦			♦		♦	
380	7.6	7.7	♦					♦			♦		♦	
380	7.7	7.8		♦	♦	♦	♦	♦			♦		♦	
380	7.8	7.9		♦	♦	♦	♦	♦			♦		♦	
380	7.9	8.0		♦	♦	♦	♦	♦			♦		♦	
380	8.0	8.1		♦	♦	♦	♦	♦			♦		♦	
380	8.1	8.2		♦	♦	♦	♦	♦			♦		♦	
380	8.2	8.3		♦	♦	♦	♦				♦		♦	
380	8.3	8.4	♦					♦			♦		♦	
380	8.4	8.5	♦								♦			
380	8.5	8.6	♦								♦			
380	8.6	8.7	♦					♦			♦			
380	8.7	8.8	♦					♦			♦			
380	8.8	8.9	♦								♦			
380	8.9	9.0	♦								♦			
380	9.0	9.1	♦								♦			
380	9.1	9.2		♦	♦	♦	♦				♦			
380	9.2	9.3		♦	♦	♦	♦				♦			

APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
380	9.3	9.4		♦	♦	♦					♦			
380	9.4	9.5		♦	♦	♦					♦			
380	9.5	9.6			♦	♦					♦			
380	9.6	9.7		♦	♦	♦					♦			
380	9.7	9.8	♦					♦			♦			
380	9.8	9.9	♦								♦			
380	9.9	10.0	♦								♦			
380	10.0	10.1	♦								♦			
380	10.1	10.2	♦								♦			
380	10.2	10.3	♦								♦			
380	10.3	10.4		♦	♦	♦		♦			♦			
380	10.4	10.5		♦	♦	♦					♦			
380	10.5	10.6		♦	♦	♦					♦			
380	10.6	10.7		♦	♦	♦					♦			
380	10.7	10.8		♦	♦	♦					♦			
380	10.8	10.9		♦	♦	♦					♦			
380	10.9	11.0		♦	♦	♦					♦			
380	11.0	11.1		♦	♦	♦					♦			
380	11.1	11.2		♦	♦	♦					♦			
380	11.2	11.3		♦	♦	♦					♦			
380	11.3	11.4		♦	♦	♦					♦			
380	11.4	11.5		♦	♦	♦					♦			
380	11.5	11.6		♦	♦	♦					♦			
380	11.6	11.7		♦	♦	♦					♦			
380	11.7	11.8		♦	♦	♦					♦			
380	11.8	11.9		♦	♦	♦					♦			
380	11.9	12.0		♦	♦	♦					♦			
380	12.0	12.1		♦	♦	♦					♦			
380	12.1	12.2		♦	♦	♦					♦			
380	12.2	12.3		♦	♦	♦		♦			♦		♦	
380	12.3	12.4		♦	♦	♦		♦			♦		♦	
380	12.4	12.5		♦	♦	♦		♦			♦		♦	
380	12.5	12.6		♦	♦	♦					♦		♦	
380	12.6	12.7	♦					♦					♦	
380	12.7	12.8	♦					♦			♦		♦	
380	12.8	12.9	♦								♦		♦	
380	12.9	13.0		♦	♦	♦		♦					♦	
380	13.0	13.1		♦	♦	♦		♦					♦	
380	13.1	13.2		♦	♦	♦		♦					♦	
380	13.2	13.3		♦	♦	♦		♦					♦	
380	13.3	13.4		♦	♦	♦							♦	
380	13.4	13.5		♦	♦	♦		♦					♦	
380	13.5	13.6		♦				♦					♦	
380	13.6	13.7		♦				♦					♦	
380	13.7	13.8		♦				♦					♦	
380	13.8	13.9		♦	♦	♦		♦					♦	
380	13.9	14.0	♦					♦					♦	
380	14.0	14.1	♦					♦					♦	
380	14.1	14.2	♦					♦					♦	
380	14.2	14.3	♦					♦					♦	
380	14.3	14.4	♦					♦					♦	
380	14.4	14.5	♦					♦					♦	
380	14.5	14.6	♦					♦					♦	
380	14.6	14.7	♦					♦					♦	
380	14.7	14.8	♦					♦					♦	
380	14.8	14.9	♦					♦					♦	
380	14.9	15.0	♦					♦					♦	
380	15.0	15.1	♦					♦					♦	
380	15.1	15.2	♦					♦					♦	
380	15.2	15.3	♦					♦					♦	
380	15.3	15.4	♦					♦					♦	
380	15.4	15.5			♦	♦								
380	15.5	15.6			♦	♦								
380	15.6	15.7			♦	♦								
380	15.7	15.8		♦				♦					♦	
380	15.8	15.9		♦	♦	♦		♦					♦	
380	15.9	16.0		♦				♦					♦	
380	16.0	16.1		♦		♦		♦					♦	
380	16.1	16.2		♦		♦		♦					♦	
380	16.2	16.3		♦		♦		♦					♦	
380	16.3	16.4		♦		♦								
380	16.4	16.5			♦	♦								
380	16.5	16.6		♦		♦								
380	16.6	16.7		♦		♦								
380	16.7	16.8		♦		♦								
380	16.8	16.9		♦		♦								
380	16.9	17.0		♦		♦								
380	17.0	17.1		♦		♦								
380	17.1	17.2		♦										
380	17.2	17.3		♦										
380	17.3	17.4		♦										



APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
380	17.4	17.5		♦										
380	17.5	17.6	♦								♦			
380	17.6	17.7	♦								♦			
380	17.7	17.8	♦								♦			
380	17.8	17.9		♦	♦			♦			♦		♦	
380	17.9	18.0		♦	♦			♦			♦		♦	
380	18.0	18.1		♦	♦			♦			♦		♦	
380	18.1	18.2		♦	♦	♦		♦			♦		♦	
380	18.2	18.3		♦	♦	♦		♦			♦		♦	
380	18.3	18.4		♦	♦			♦			♦		♦	
380	18.4	18.5		♦	♦			♦			♦		♦	
380	18.5	18.6		♦	♦			♦			♦		♦	
380	18.6	18.7		♦	♦			♦			♦		♦	
380	18.7	18.8		♦	♦			♦			♦		♦	
380	18.8	18.9		♦	♦			♦			♦		♦	
380	18.9	19.0	♦					♦			♦		♦	
380	19.0	19.1	♦					♦			♦		♦	
380	19.1	19.2	♦					♦			♦		♦	
380	19.2	19.3		♦	♦			♦			♦		♦	
380	19.3	19.4		♦	♦			♦			♦		♦	
380	19.4	19.5		♦	♦			♦			♦		♦	
380	19.5	19.6		♦	♦			♦			♦		♦	
380	19.6	19.7		♦	♦			♦			♦		♦	
380	19.7	19.8	♦					♦			♦		♦	
380	19.8	19.9	♦					♦			♦		♦	
380	19.9	20.0	♦					♦			♦		♦	
380	20.0	20.1	♦					♦			♦		♦	
380	20.1	20.2	♦					♦			♦		♦	
380	20.2	20.3	♦					♦			♦		♦	
380	20.3	20.4		♦	♦	♦		♦			♦		♦	
380	20.4	20.5		♦	♦	♦		♦		♦	♦		♦	
380	20.5	20.6		♦	♦	♦		♦		♦	♦		♦	
380	20.6	20.7		♦	♦	♦		♦		♦	♦		♦	
380	20.7	20.8		♦	♦	♦		♦		♦	♦		♦	
380	20.8	20.9		♦	♦	♦		♦		♦	♦		♦	
380	20.9	21.0		♦	♦	♦		♦		♦	♦		♦	
380	21.0	21.1		♦	♦	♦		♦			♦	♦	♦	
380	21.1	21.2		♦	♦	♦		♦			♦		♦	
380	21.2	21.3		♦	♦	♦		♦			♦		♦	
380	21.3	21.4		♦	♦	♦		♦			♦		♦	
380	21.4	21.5		♦	♦	♦		♦			♦		♦	
380	21.5	21.6		♦	♦	♦		♦			♦	♦	♦	
380	21.6	21.7		♦	♦	♦		♦			♦	♦	♦	
380	21.7	21.8		♦	♦	♦	♦	♦			♦		♦	
380	21.8	21.9		♦	♦	♦		♦			♦		♦	
380	21.9	22.0		♦	♦	♦		♦			♦		♦	
380	22.0	22.1		♦	♦	♦		♦			♦		♦	
380	22.1	22.2		♦	♦	♦		♦			♦		♦	
Total Miles			8.4	13.6	12.0	10.4	0.0	11.3	0.0	1.1	17.1	0.8	9.2	0.0
460	0.0	0.1		♦	♦						♦			
460	0.1	0.2		♦	♦						♦			
460	0.2	0.3	♦								♦			
460	0.3	0.4	♦								♦			
460	0.4	0.5	♦								♦			
460	0.5	0.6	♦								♦			
460	0.6	0.7	♦								♦	♦		
460	0.7	0.8	♦								♦			
460	0.8	0.9	♦					♦			♦			
460	0.9	1.0	♦								♦	♦		
460	1.0	1.1	♦								♦			
460	1.1	1.2	♦								♦	♦		
460	1.2	1.3	♦								♦			
460	1.3	1.4	♦								♦	♦		
460	1.4	1.5	♦								♦			
460	1.5	1.6	♦								♦	♦		
460	1.6	1.7	♦								♦			
460	1.7	1.8	♦								♦	♦		
460	1.8	1.9	♦								♦			
460	1.9	2.0	♦								♦	♦		
460	2.0	2.1	♦								♦			
460	2.1	2.2	♦								♦	♦		
460	2.2	2.3	♦								♦			
460	2.3	2.4	♦								♦	♦		
460	2.4	2.5	♦								♦			
460	2.5	2.6	♦								♦	♦		
460	2.6	2.7	♦								♦			
460	2.7	2.8	♦								♦	♦		
460	2.8	2.9	♦								♦			
460	2.9	3.0	♦								♦	♦		
460	3.0	3.1	♦								♦			

APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
460	3.1	3.2		♦	♦						♦	♦		
460	3.2	3.3	♦								♦	♦		
460	3.3	3.4	♦								♦	♦		
460	3.4	3.5	♦								♦	♦		
460	3.5	3.6	♦								♦	♦		
460	3.6	3.7	♦								♦	♦		
460	3.7	3.8	♦								♦	♦		
460	3.8	3.9	♦								♦	♦		
460	3.9	4.0									♦	♦		
460	4.0	4.1		♦	♦						♦	♦		
460	4.1	4.2		♦							♦	♦		
Total Miles			3.6	0.6	0.6	0.0	0.0	0.1	0.0	0.0	4.2	2.8	0.0	0.0
464	0.0	0.1		♦	♦						♦			
464	0.1	0.2		♦	♦						♦			
464	0.2	0.3		♦	♦						♦			
464	0.3	0.4		♦	♦						♦			
464	0.4	0.5		♦	♦						♦			
464	0.5	0.6		♦	♦						♦			
464	0.6	0.7		♦	♦						♦			
464	0.7	0.8		♦	♦						♦			
464	0.8	0.9		♦	♦						♦			
464	0.9	1.0		♦	♦						♦			
464	1.0	1.1		♦	♦						♦			
464	1.1	1.2		♦	♦						♦			
464	1.2	1.3		♦	♦						♦			
464	1.3	1.4		♦	♦						♦			
464	1.4	1.5		♦	♦						♦			
464	1.5	1.6		♦	♦						♦			
464	1.6	1.7		♦	♦						♦			
464	1.7	1.8		♦	♦			♦			♦			
464	1.8	1.9		♦	♦			♦			♦			
464	1.9	2.0		♦	♦			♦			♦			
464	2.0	2.1		♦	♦			♦			♦			
464	2.1	2.2		♦	♦			♦			♦			
464	2.2	2.3		♦	♦			♦			♦			
464	2.3	2.4		♦	♦			♦			♦			
464	2.4	2.5		♦	♦			♦			♦			
464	2.5	2.6	♦	♦	♦			♦			♦			
464	2.6	2.7		♦	♦			♦			♦			
464	2.7	2.8		♦	♦			♦			♦			
464	2.8	2.9	♦					♦			♦		♦	
464	2.9	3.0	♦					♦			♦		♦	
464	3.0	3.1	♦					♦			♦		♦	
464	3.1	3.2	♦					♦			♦			
464	3.2	3.3	♦					♦			♦			
464	3.3	3.4	♦					♦			♦			
464	3.4	3.5	♦					♦			♦			
464	3.5	3.6	♦					♦			♦			
464	3.6	3.7	♦					♦			♦			
464	3.7	3.8	♦					♦			♦			
464	3.8	3.9	♦					♦			♦			
464	3.9	4.0	♦					♦			♦			
464	4.0	4.1	♦								♦			
Total Miles			1.4	2.8	2.8	0.0	0.0	2.3	0.0	0.0	4.1	0.3	0.0	0.0
466	0.0	0.1	♦					♦			♦			
466	0.1	0.2	♦					♦			♦			
466	0.2	0.3	♦					♦			♦			
466	0.3	0.4	♦					♦			♦			
466	0.4	0.5	♦					♦			♦			
466	0.5	0.6	♦					♦			♦			
Total Miles			0.6	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0
468	0.0	0.1	♦					♦			♦			
468	0.1	0.2		♦	♦			♦			♦			
468	0.2	0.3		♦	♦			♦			♦			
468	0.3	0.4		♦	♦			♦			♦			
468	0.4	0.5		♦	♦						♦			
468	0.5	0.6		♦	♦						♦			
468	0.6	0.7		♦	♦						♦			
468	0.7	0.8		♦	♦						♦			
468	0.8	0.9		♦	♦						♦			
468	0.9	1.0		♦	♦						♦			
468	1.0	1.1		♦	♦						♦			
468	1.1	1.2		♦	♦						♦			
468	1.2	1.3		♦	♦						♦			
468	1.3	1.4		♦	♦						♦			
468	1.4	1.5		♦	♦						♦			
468	1.5	1.6	♦								♦			

## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
468	1.6	1.7						♦						
468	1.7	1.8	♦					♦			♦			
468	1.8	1.9	♦								♦			
468	1.9	2.0	♦								♦			
468	2.0	2.1		♦	♦						♦			
468	2.1	2.2		♦	♦						♦			
468	2.2	2.3		♦							♦			
468	2.3	2.4		♦	♦						♦			
468	2.4	2.5		♦	♦						♦			
468	2.5	2.6		♦							♦			
468	2.6	2.7		♦	♦						♦			
468	2.7	2.8		♦	♦						♦			
468	2.8	2.9		♦	♦						♦			
Total Miles			0.5	2.3	2.3	0.0	0.0	0.6	0.0	0.0	2.8	0.0	0.0	0.0
471	0.0	0.1		♦	♦						♦			
471	0.1	0.2		♦	♦						♦			
471	0.2	0.3		♦	♦						♦			
471	0.3	0.4		♦	♦						♦			
471	0.4	0.5		♦	♦						♦			
471	0.5	0.6		♦	♦						♦			
471	0.6	0.7		♦	♦						♦			
471	0.7	0.8		♦	♦						♦			
471	0.8	0.9		♦	♦						♦			
471	0.9	1.0												
471	1.0	1.1												
471	1.1	1.2	♦					♦						
471	1.2	1.3												
471	1.3	1.4												
471	1.4	1.5												
471	1.5	1.6												
471	1.6	1.7												
471	1.7	1.8		♦	♦						♦			
471	1.8	1.9		♦	♦						♦			
471	1.9	2.0		♦	♦						♦			
471	2.0	2.1		♦	♦						♦			
471	2.1	2.2		♦	♦						♦			
471	2.2	2.3		♦	♦						♦			
471	2.3	2.4		♦	♦						♦			
471	2.4	2.5	♦								♦			
471	2.5	2.6	♦					♦			♦			
471	2.6	2.7	♦								♦			
471	2.7	2.8	♦								♦			
471	2.8	2.9	♦								♦			
471	2.9	3.0	♦								♦			
471	3.0	3.1	♦								♦			
471	3.1	3.2	♦								♦			
471	3.2	3.3	♦								♦			
471	3.3	3.4		♦	♦			♦			♦			
471	3.4	3.5		♦	♦			♦			♦			
471	3.5	3.6		♦	♦			♦			♦			
471	3.6	3.7		♦	♦			♦			♦			
471	3.7	3.8		♦	♦						♦			
471	3.8	3.9		♦	♦						♦			
471	3.9	4.0		♦	♦						♦			
471	4.0	4.1		♦	♦						♦			
471	4.1	4.2		♦	♦						♦			
471	4.2	4.3		♦	♦						♦			
471	4.3	4.4		♦	♦						♦			
471	4.4	4.5		♦	♦						♦			
471	4.5	4.6		♦	♦						♦			
471	4.6	4.7		♦	♦						♦			
471	4.7	4.8		♦	♦						♦			
471	4.8	4.9		♦	♦						♦			
471	4.9	5.0	♦								♦			
471	5.0	5.1	♦								♦			
471	5.1	5.2	♦								♦			
471	5.2	5.3	♦								♦			
471	5.3	5.4	♦								♦			
471	5.4	5.5	♦								♦			
471	5.5	5.6	♦								♦			
471	5.6	5.7												
471	5.7	5.8												
471	5.8	5.9												
471	5.9	6.0												
471	6.0	6.1												
471	6.1	6.2												
471	6.2	6.3												
471	6.3	6.4												
471	6.4	6.5												
471	6.5	6.6												



## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
471	6.6	6.7												
471	6.7	6.8												
471	6.8	6.9												
471	6.9	7.0												
471	7.0	7.1												
471	7.1	7.2												
471	7.2	7.3												
471	7.3	7.4												
471	7.4	7.5												
471	7.5	7.6												
471	7.6	7.7												
471	7.7	7.8												
471	7.8	7.9												
471	7.9	8.0												
471	8.0	8.1												
471	8.1	8.2												
471	8.2	8.3												
471	8.3	8.4	♦								♦			
471	8.4	8.5	♦								♦			
471	8.5	8.6	♦								♦			
471	8.6	8.7	♦								♦			
471	8.7	8.8	♦								♦			
471	8.8	8.9	♦								♦			
471	8.9	9.0	♦								♦			
471	9.0	9.1	♦								♦			
471	9.1	9.2	♦								♦			
471	9.2	9.3	♦								♦			
471	9.3	9.4	♦								♦			
471	9.4	9.5		♦	♦						♦			
471	9.5	9.6		♦	♦						♦			
471	9.6	9.7		♦	♦						♦			
471	9.7	9.8		♦	♦						♦			
471	9.8	9.9		♦	♦						♦			
471	9.9	10.0		♦	♦						♦			
471	10.0	10.1		♦	♦						♦			
471	10.1	10.2		♦	♦						♦			
471	10.2	10.3		♦	♦						♦			
471	10.3	10.4		♦	♦						♦			
471	10.4	10.5		♦	♦						♦			
471	10.5	10.6		♦	♦						♦			
471	10.6	10.7		♦	♦						♦			
471	10.7	10.8		♦	♦						♦			
471	10.8	10.9		♦	♦						♦			
471	10.9	11.0		♦	♦						♦			
471	11.0	11.1		♦	♦						♦			
471	11.1	11.2		♦	♦						♦			
471	11.2	11.3		♦	♦						♦			
471	11.3	11.4		♦	♦						♦			
471	11.4	11.5	♦								♦			
471	11.5	11.6	♦								♦			
471	11.6	11.7	♦								♦			
Total Miles			3.1	5.2	5.2	0.0	0.0	0.6	0.0	0.0	8.2	0.0	0.0	0.0
473	0.0	0.1	♦								♦			
473	0.1	0.2		♦	♦						♦			
473	0.2	0.3		♦	♦						♦			
473	0.3	0.4		♦	♦						♦			
473	0.4	0.5		♦	♦						♦			
473	0.5	0.6		♦	♦						♦			
473	0.6	0.7		♦	♦						♦			
473	0.7	0.8		♦	♦						♦			
473	0.8	0.9		♦	♦						♦		♦	
473	0.9	1.0		♦	♦						♦		♦	
473	1.0	1.1	♦								♦		♦	
473	1.1	1.2	♦								♦			
473	1.2	1.3	♦								♦			
473	1.3	1.4	♦	♦	♦			♦			♦			
Total Miles			0.5	1.0	1.0	0.0	0.0	0.1	0.0	0.0	1.4	0.3	0.0	0.0
461	0.0	0.1	♦					♦			♦			
461	0.1	0.2	♦					♦			♦			
461	0.2	0.3	♦					♦			♦			
461	0.3	0.4	♦					♦			♦			
461	0.4	0.5	♦					♦			♦			
461	0.5	0.6		♦	♦			♦			♦			
461	0.6	0.7		♦	♦			♦			♦			
461	0.7	0.8		♦	♦			♦			♦			
461	0.8	0.9		♦	♦			♦			♦			
461	0.9	1.0		♦	♦			♦			♦			
461	1.0	1.1		♦	♦			♦			♦			
461	1.1	1.2		♦	♦			♦			♦			

## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
461	1.2	1.3		♦	♦			♦			♦			
461	1.3	1.4		♦	♦			♦			♦			
461	1.4	1.5		♦	♦			♦			♦			
461	1.5	1.6	♦					♦			♦			
461	1.6	1.7	♦					♦			♦			
461	1.7	1.8	♦					♦			♦			
461	1.8	1.9	♦					♦			♦			
461	1.9	2.0	♦					♦			♦			
461	2.0	2.1	♦					♦			♦			
461	2.1	2.2	♦					♦			♦			
461	2.2	2.3	♦					♦			♦			
461	2.3	2.4	♦					♦			♦			
461	2.4	2.5		♦	♦			♦			♦			
461	2.5	2.6		♦	♦			♦			♦			
461	2.6	2.7		♦	♦			♦			♦			
461	2.7	2.8		♦	♦			♦			♦			
461	2.8	2.9		♦	♦			♦			♦			
461	2.9	3.0		♦	♦			♦			♦			
461	3.0	3.1		♦	♦			♦			♦			
461	3.1	3.2		♦	♦			♦			♦			
461	3.2	3.3		♦	♦			♦			♦			
461	3.3	3.4		♦	♦			♦			♦			
461	3.4	3.5		♦	♦			♦			♦			
461	3.5	3.6		♦	♦			♦			♦			
461	3.6	3.7		♦	♦			♦			♦			
461	3.7	3.8		♦	♦			♦			♦			
461	3.8	3.9		♦	♦			♦			♦			
461	3.9	4.0		♦	♦			♦			♦			
461	4.0	4.1	♦					♦			♦			
461	4.1	4.2	♦					♦			♦			
461	4.2	4.3						♦						
461	4.3	4.4						♦						
461	4.4	4.5						♦						
461	4.5	4.6		♦	♦			♦			♦			
461	4.6	4.7		♦	♦			♦			♦			
461	4.7	4.8		♦	♦			♦			♦			
461	4.8	4.9		♦	♦			♦			♦			
461	4.9	5.0						♦						
461	5.0	5.1						♦						
461	5.1	5.2						♦						
461	5.2	5.3						♦						
461	5.3	5.4						♦						
461	5.4	5.5						♦						
461	5.5	5.6						♦						
461	5.6	5.7						♦						
461	5.7	5.8						♦						
461	5.8	5.9						♦						
461	5.9	6.0						♦						
461	6.0	6.1						♦						
461	6.1	6.2						♦						
461	6.2	6.3						♦						
461	6.3	6.4						♦						
461	6.4	6.5						♦						
461	6.5	6.6						♦						
461	6.6	6.7						♦						
461	6.7	6.8						♦						
461	6.8	6.9						♦						
461	6.9	7.0						♦						
461	7.0	7.1						♦						
461	7.1	7.2						♦						
461	7.2	7.3						♦						
461	7.3	7.4						♦						
461	7.4	7.5						♦						
461	7.5	7.6						♦						
461	7.6	7.7						♦						
461	7.7	7.8												
461	7.8	7.9												
461	7.9	8.0						♦						
461	8.0	8.1						♦						
461	8.1	8.2						♦						
461	8.2	8.3						♦						
461	8.3	8.4						♦						
461	8.4	8.5						♦						
461	8.5	8.6						♦						
461	8.6	8.7						♦						
461	8.7	8.8						♦						
461	8.8	8.9												
461	8.9	9.0												
461	9.0	9.1												
461	9.1	9.2												
461	9.2	9.3												

APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
461	9.3	9.4												
461	9.4	9.5												
461	9.5	9.6												
461	9.6	9.7												
461	9.7	9.8												
461	9.8	9.9						♦						
461	9.9	10.0						♦						
461	10.0	10.1						♦						
461	10.1	10.2						♦						
461	10.2	10.3						♦						
461	10.3	10.4						♦						
461	10.4	10.5						♦						
461	10.5	10.6						♦						
461	10.6	10.7						♦						
461	10.7	10.8						♦						
461	10.8	10.9						♦						
461	10.9	11.0						♦						
461	11.0	11.1						♦						
461	11.1	11.2						♦						
461	11.2	11.3						♦						
461	11.3	11.4						♦						
Total Miles			1.6	3.0	3.0	0.0	0.0	10.2	0.0	0.0	4.6	0.0	0.0	0.0
462	0.0	0.1		♦		♦		♦						
462	0.1	0.2		♦		♦		♦						
462	0.2	0.3		♦		♦		♦						
462	0.3	0.4			♦	♦		♦						
462	0.4	0.5			♦	♦		♦						
462	0.5	0.6			♦	♦		♦						
462	0.6	0.7		♦		♦		♦						
462	0.7	0.8		♦				♦						
462	0.8	0.9		♦				♦						
462	0.9	1.0		♦				♦						
462	1.0	1.1			♦	♦		♦						
462	1.1	1.2			♦	♦		♦						
462	1.2	1.3		♦				♦						
462	1.3	1.4		♦				♦						
462	1.4	1.5		♦				♦						
462	1.5	1.6						♦						
462	1.6	1.7						♦						
462	1.7	1.8						♦						
462	1.8	1.9						♦						
462	1.9	2.0						♦						
462	2.0	2.1		♦				♦						
462	2.1	2.2		♦				♦						
462	2.2	2.3		♦	♦	♦		♦		♦				
462	2.3	2.4		♦	♦	♦		♦		♦			♦	
462	2.4	2.5		♦	♦	♦		♦		♦			♦	
462	2.5	2.6		♦	♦	♦		♦		♦				
462	2.6	2.7			♦	♦								
462	2.7	2.8	♦					♦					♦	
462	2.8	2.9	♦										♦	
462	2.9	3.0	♦										♦	
462	3.0	3.1			♦	♦							♦	
462	3.1	3.2			♦	♦							♦	
462	3.2	3.3		♦										
462	3.3	3.4		♦										
462	3.4	3.5		♦										
462	3.5	3.6		♦										
462	3.6	3.7		♦										
462	3.7	3.8		♦										
462	3.8	3.9		♦										
462	3.9	4.0		♦										
462	4.0	4.1		♦										
462	4.1	4.2		♦										
462	4.2	4.3		♦				♦						
462	4.3	4.4		♦										
462	4.4	4.5		♦										
462	4.5	4.6		♦										
462	4.6	4.7												
462	4.7	4.8												
462	4.8	4.9			♦	♦								
462	4.9	5.0			♦	♦		♦						
462	5.0	5.1		♦										
462	5.1	5.2		♦										
462	5.2	5.3			♦	♦								
462	5.3	5.4		♦										
462	5.4	5.5		♦										
462	5.5	5.6	♦					♦			♦			
462	5.6	5.7	♦					♦			♦			
462	5.7	5.8	♦								♦			



## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
462	5.8	5.9												
462	5.9	6.0												
462	6.0	6.1		♦				♦						
462	6.1	6.2	♦		♦	♦		♦					♦	
462	6.2	6.3	♦					♦					♦	
462	6.3	6.4		♦	♦	♦							♦	
462	6.4	6.5	♦					♦					♦	
462	6.5	6.6	♦					♦					♦	
462	6.6	6.7	♦					♦					♦	
462	6.7	6.8	♦					♦					♦	
462	6.8	6.9	♦					♦					♦	
462	6.9	7.0	♦					♦					♦	
462	7.0	7.1			♦	♦		♦						
462	7.1	7.2			♦	♦		♦						
462	7.2	7.3			♦	♦		♦						
462	7.3	7.4			♦	♦		♦						
462	7.4	7.5						♦						
462	7.5	7.6						♦						
462	7.6	7.7						♦						
462	7.7	7.8	♦					♦			♦			
462	7.8	7.9	♦								♦			
462	7.9	8.0	♦								♦			
462	8.0	8.1	♦								♦			
462	8.1	8.2	♦								♦			
462	8.2	8.3		♦	♦	♦		♦			♦		♦	
462	8.3	8.4		♦	♦	♦					♦		♦	
462	8.4	8.5		♦	♦	♦		♦			♦		♦	
462	8.5	8.6		♦	♦	♦		♦			♦		♦	
462	8.6	8.7	♦					♦			♦			
462	8.7	8.8	♦					♦			♦			
462	8.8	8.9	♦					♦			♦			
462	8.9	9.0						♦						
462	9.0	9.1	♦								♦			
462	9.1	9.2	♦	♦	♦	♦		♦			♦		♦	
462	9.2	9.3	♦					♦			♦			
462	9.3	9.4	♦					♦			♦			
462	9.4	9.5	♦					♦			♦			
462	9.5	9.6						♦						
462	9.6	9.7		♦	♦	♦					♦		♦	
462	9.7	9.8		♦	♦	♦		♦			♦		♦	
462	9.8	9.9		♦	♦	♦		♦			♦		♦	
462	9.9	10.0		♦	♦	♦					♦		♦	
462	10.0	10.1		♦	♦	♦		♦			♦		♦	
462	10.1	10.2		♦	♦	♦					♦		♦	
462	10.2	10.3		♦	♦	♦		♦			♦		♦	
462	10.3	10.4	♦								♦			
462	10.4	10.5	♦	♦	♦	♦					♦		♦	
462	10.5	10.6	♦					♦			♦			
462	10.6	10.7	♦					♦			♦			
462	10.7	10.8	♦					♦			♦			
462	10.8	10.9						♦						
462	10.9	11.0	♦					♦			♦			
462	11.0	11.1						♦						
462	11.1	11.2	♦								♦			
462	11.2	11.3						♦						
462	11.3	11.4	♦								♦			
462	11.4	11.5	♦					♦			♦			
462	11.5	11.6	♦					♦			♦			
462	11.6	11.7	♦					♦			♦			
462	11.7	11.8	♦								♦			
462	11.8	11.9												
462	11.9	12.0						♦						
462	12.0	12.1			♦	♦							♦	
462	12.1	12.2	♦	♦	♦			♦			♦		♦	
462	12.2	12.3		♦	♦						♦		♦	
462	12.3	12.4		♦	♦	♦					♦		♦	
462	12.4	12.5		♦	♦	♦		♦			♦		♦	
462	12.5	12.6		♦	♦	♦		♦			♦			
462	12.6	12.7						♦						
462	12.7	12.8						♦						
462	12.8	12.9						♦						
462	12.9	13.0						♦						
462	13.0	13.1			♦	♦		♦						
462	13.1	13.2			♦	♦		♦						
462	13.2	13.3			♦	♦		♦						
462	13.3	13.4			♦	♦		♦	♦					
462	13.4	13.5			♦	♦		♦	♦					
462	13.5	13.6			♦	♦		♦	♦					
462	13.6	13.7			♦	♦		♦	♦					
462	13.7	13.8			♦	♦		♦	♦					
462	13.8	13.9						♦						

## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
462	13.9	14.0			♦	♦	♦	♦						
462	14.0	14.1			♦	♦	♦	♦						
462	14.1	14.2			♦	♦	♦	♦						
462	14.2	14.3			♦	♦	♦	♦						
462	14.3	14.4			♦	♦	♦	♦						
462	14.4	14.5			♦	♦	♦	♦						
462	14.5	14.6			♦	♦	♦	♦						
462	14.6	14.7			♦	♦	♦	♦						
462	14.7	14.8			♦	♦	♦	♦						
462	14.8	14.9		♦		♦	♦	♦						
462	14.9	15.0		♦		♦	♦	♦						
462	15.0	15.1			♦	♦	♦	♦						
462	15.1	15.2			♦	♦	♦	♦						
462	15.2	15.3			♦	♦	♦	♦						
462	15.3	15.4			♦	♦	♦	♦						
462	15.4	15.5			♦	♦	♦	♦						
462	15.5	15.6			♦	♦	♦	♦						
462	15.6	15.7			♦	♦	♦	♦						
462	15.7	15.8			♦	♦	♦	♦						
462	15.8	15.9			♦	♦	♦	♦						
462	15.9	16.0		♦			♦	♦						
462	16.0	16.1		♦			♦	♦						
462	16.1	16.2					♦	♦						
462	16.2	16.3						♦						
462	16.3	16.4												
462	16.4	16.5												
462	16.5	16.6						♦						
462	16.6	16.7												
462	16.7	16.8		♦				♦			♦			
462	16.8	16.9		♦				♦			♦			
462	16.9	17.0		♦				♦			♦			
462	17.0	17.1		♦				♦			♦			
462	17.1	17.2		♦				♦			♦			
462	17.2	17.3		♦				♦			♦			
462	17.3	17.4		♦				♦			♦			
462	17.4	17.5		♦				♦			♦			
462	17.5	17.6		♦				♦			♦			
462	17.6	17.7		♦		♦		♦			♦			
462	17.7	17.8		♦		♦		♦			♦			
462	17.8	17.9		♦				♦			♦			
462	17.9	18.0		♦	♦			♦			♦			
462	18.0	18.1		♦	♦			♦			♦			
462	18.1	18.2		♦	♦			♦			♦			
462	18.2	18.3		♦	♦			♦			♦			
462	18.3	18.4		♦	♦			♦			♦			
462	18.4	18.5		♦	♦			♦			♦			
462	18.5	18.6		♦	♦			♦			♦			
462	18.6	18.7		♦	♦			♦			♦			
462	18.7	18.8		♦	♦			♦			♦			
462	18.8	18.9		♦				♦			♦			
462	18.9	19.0	♦					♦			♦			
462	19.0	19.1	♦					♦			♦			
462	19.1	19.2	♦					♦			♦			
462	19.2	19.3	♦	♦	♦			♦			♦			
462	19.3	19.4	♦					♦			♦			
462	19.4	19.5	♦					♦			♦			
462	19.5	19.6	♦					♦			♦			
462	19.6	19.7	♦					♦			♦			
462	19.7	19.8	♦					♦			♦			
462	19.8	19.9	♦					♦			♦			
462	19.9	20.0	♦	♦	♦	♦		♦			♦			
462	20.0	20.1		♦	♦	♦		♦			♦			
462	20.1	20.2			♦	♦		♦			♦		♦	
462	20.2	20.3		♦	♦	♦		♦			♦	♦	♦	
462	20.3	20.4			♦	♦		♦			♦	♦	♦	
462	20.4	20.5						♦			♦	♦	♦	
462	20.5	20.6	♦								♦	♦	♦	
462	20.6	20.7									♦	♦	♦	
462	20.7	20.8									♦	♦	♦	
462	20.8	20.9		♦	♦	♦		♦			♦	♦	♦	
462	20.9	21.0			♦	♦		♦			♦	♦	♦	
462	21.0	21.1		♦	♦	♦		♦			♦	♦	♦	
462	21.1	21.2		♦	♦	♦		♦			♦	♦	♦	
462	21.2	21.3		♦	♦	♦		♦			♦	♦	♦	
462	21.3	21.4			♦	♦		♦			♦	♦	♦	
462	21.4	21.5		♦	♦	♦		♦			♦	♦	♦	
462	21.5	21.6		♦	♦	♦		♦			♦	♦	♦	
462	21.6	21.7		♦	♦	♦		♦			♦	♦	♦	
462	21.7	21.8		♦	♦	♦		♦			♦	♦	♦	
462	21.8	21.9			♦	♦		♦			♦	♦	♦	
462	21.9	22.0		♦	♦	♦		♦			♦	♦	♦	

## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
462	22.0	22.1		♦	♦	♦		♦			♦	♦	♦	
462	22.1	22.2		♦	♦	♦		♦			♦	♦	♦	
462	22.2	22.3		♦	♦	♦		♦			♦	♦	♦	
462	22.3	22.4		♦	♦	♦		♦			♦	♦	♦	
462	22.4	22.5		♦	♦	♦		♦			♦	♦	♦	
462	22.5	22.6		♦	♦	♦		♦			♦	♦	♦	
462	22.6	22.7		♦	♦	♦		♦			♦	♦	♦	
462	22.7	22.8		♦	♦	♦		♦			♦	♦	♦	
462	22.8	22.9		♦	♦	♦		♦			♦	♦	♦	
462	22.9	23.0		♦	♦	♦		♦			♦	♦	♦	
462	23.0	23.1		♦	♦	♦		♦			♦	♦	♦	
462	23.1	23.2		♦	♦	♦		♦			♦	♦	♦	
462	23.2	23.3		♦	♦	♦		♦			♦	♦	♦	
462	23.3	23.4		♦	♦	♦		♦			♦	♦	♦	
462	23.4	23.5		♦	♦	♦		♦			♦	♦	♦	
462	23.5	23.6		♦	♦	♦		♦			♦	♦	♦	
462	23.6	23.7		♦	♦	♦		♦			♦	♦	♦	
462	23.7	23.8		♦	♦	♦		♦			♦	♦	♦	
462	23.8	23.9		♦	♦	♦		♦			♦	♦	♦	
462	23.9	24.0		♦	♦	♦		♦			♦	♦	♦	
462	24.0	24.1	♦					♦			♦	♦		
462	24.1	24.2	♦					♦			♦	♦		
462	24.2	24.3	♦	♦	♦	♦		♦			♦	♦	♦	
462	24.3	24.4	♦					♦			♦	♦		♦
462	24.4	24.5	♦					♦			♦	♦		
462	24.5	24.6	♦					♦			♦	♦		
462	24.6	24.7	♦					♦			♦	♦		
462	24.7	24.8	♦					♦			♦	♦		
462	24.8	24.9	♦					♦			♦	♦		
462	24.9	25.0	♦					♦			♦	♦		
462	25.0	25.1	♦	♦	♦	♦		♦			♦	♦	♦	
462	25.1	25.2	♦					♦			♦	♦		
462	25.2	25.3	♦					♦			♦	♦		
462	25.3	25.4	♦					♦			♦	♦		
462	25.4	25.5	♦					♦			♦	♦		
462	25.5	25.6	♦					♦			♦	♦		
462	25.6	25.7	♦					♦			♦	♦		
462	25.7	25.8	♦					♦			♦	♦		
462	25.8	25.9	♦					♦			♦	♦		
462	25.9	26.0	♦					♦			♦	♦		
462	26.0	26.1		♦	♦	♦		♦			♦	♦	♦	
462	26.1	26.2		♦	♦	♦		♦			♦	♦	♦	
462	26.2	26.3		♦	♦	♦		♦			♦	♦	♦	
462	26.3	26.4		♦	♦	♦		♦			♦	♦	♦	
462	26.4	26.5		♦	♦	♦		♦			♦	♦	♦	
462	26.5	26.6		♦	♦	♦		♦			♦	♦	♦	
462	26.6	26.7		♦	♦	♦		♦			♦	♦	♦	
462	26.7	26.8		♦	♦	♦		♦			♦	♦	♦	
462	26.8	26.9		♦	♦	♦		♦			♦	♦	♦	
462	26.9	27.0		♦	♦	♦		♦			♦	♦	♦	
462	27.0	27.1			♦	♦		♦			♦	♦	♦	
462	27.1	27.2			♦	♦		♦			♦	♦	♦	
462	27.2	27.3			♦	♦		♦			♦	♦	♦	
462	27.3	27.4			♦	♦		♦			♦	♦	♦	
462	27.4	27.5			♦	♦		♦			♦	♦	♦	
462	27.5	27.6	♦					♦			♦	♦		
462	27.6	27.7	♦					♦			♦	♦		
462	27.7	27.8	♦					♦			♦	♦		
462	27.8	27.9	♦					♦			♦	♦		
Total Miles			7.5	12.5	12.4	12.0	3.8	15.8	0.0	0.0	16.0	7.7	8.6	0.0
470	0.0	0.1	♦								♦	♦		
470	0.1	0.2	♦								♦	♦		
470	0.2	0.3	♦					♦			♦	♦		
470	0.3	0.4			♦	♦					♦	♦		
470	0.4	0.5		♦	♦	♦					♦	♦		
470	0.5	0.6		♦	♦	♦					♦	♦		
470	0.6	0.7		♦	♦	♦					♦	♦		
470	0.7	0.8		♦	♦	♦					♦	♦		
470	0.8	0.9		♦	♦	♦					♦	♦		
470	0.9	1.0		♦	♦	♦					♦	♦		
470	1.0	1.1		♦	♦	♦					♦	♦		
470	1.1	1.2		♦	♦	♦					♦	♦		
470	1.2	1.3		♦	♦	♦		♦			♦	♦		
470	1.3	1.4		♦	♦	♦					♦	♦		
470	1.4	1.5		♦	♦	♦					♦	♦		
470	1.5	1.6		♦	♦	♦					♦	♦		
470	1.6	1.7		♦	♦	♦					♦	♦		
470	1.7	1.8		♦	♦	♦					♦	♦		
470	1.8	1.9		♦	♦	♦					♦	♦		
470	1.9	2.0		♦	♦	♦					♦	♦		



APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
470	2.0	2.1		♦	♦						♦			
470	2.1	2.2		♦	♦						♦			
470	2.2	2.3		♦	♦						♦			
470	2.3	2.4		♦	♦						♦			
470	2.4	2.5		♦	♦			♦			♦			
470	2.5	2.6		♦	♦			♦			♦			
470	2.6	2.7		♦	♦						♦			
470	2.7	2.8		♦	♦						♦			
470	2.8	2.9	♦								♦			
470	2.9	3.0	♦								♦			
470	3.0	3.1	♦								♦			
470	3.1	3.2		♦	♦			♦			♦			
470	3.2	3.3		♦	♦	♦					♦			
470	3.3	3.4		♦	♦	♦					♦			
470	3.4	3.5		♦	♦	♦					♦			
470	3.5	3.6		♦	♦	♦					♦			
470	3.6	3.7		♦	♦	♦					♦			
470	3.7	3.8		♦	♦	♦					♦			
470	3.8	3.9		♦	♦	♦					♦			
470	3.9	4.0		♦	♦	♦		♦			♦			
470	4.0	4.1		♦	♦	♦					♦			
470	4.1	4.2		♦	♦	♦					♦			
470	4.2	4.3	♦								♦			
470	4.3	4.4	♦								♦			
470	4.4	4.5	♦								♦			
470	4.5	4.6		♦	♦	♦					♦			
470	4.6	4.7		♦	♦	♦					♦			
470	4.7	4.8		♦	♦	♦					♦			
470	4.8	4.9		♦	♦	♦					♦			
470	4.9	5.0		♦	♦	♦		♦			♦			
470	5.0	5.1		♦	♦	♦					♦			
470	5.1	5.2		♦	♦	♦					♦			
470	5.2	5.3		♦	♦	♦					♦			
470	5.3	5.4		♦	♦	♦		♦			♦			
470	5.4	5.5		♦	♦	♦					♦			
470	5.5	5.6		♦	♦	♦				♦	♦		♦	
470	5.6	5.7	♦							♦	♦		♦	
470	5.7	5.8	♦							♦	♦		♦	
470	5.8	5.9	♦							♦	♦		♦	
470	5.9	6.0		♦	♦	♦				♦	♦		♦	
470	6.0	6.1		♦	♦	♦				♦	♦		♦	
470	6.1	6.2		♦	♦	♦					♦			
470	6.2	6.3		♦	♦	♦		♦			♦			
470	6.3	6.4		♦	♦	♦					♦			
470	6.4	6.5		♦	♦	♦					♦			
470	6.5	6.6		♦	♦	♦					♦			
470	6.6	6.7		♦	♦	♦					♦			
470	6.7	6.8		♦	♦	♦					♦			
470	6.8	6.9		♦	♦	♦					♦			
470	6.9	7.0		♦	♦	♦		♦			♦			
470	7.0	7.1		♦	♦	♦		♦			♦			
470	7.1	7.2		♦	♦	♦					♦			
470	7.2	7.3		♦	♦	♦					♦			
470	7.3	7.4	♦								♦			
470	7.4	7.5	♦								♦			
470	7.5	7.6	♦								♦			
470	7.6	7.7	♦								♦			
470	7.7	7.8	♦				♦				♦			
470	7.8	7.9	♦				♦	♦			♦			
470	7.9	8.0		♦	♦	♦	♦				♦			
470	8.0	8.1		♦	♦	♦	♦				♦			
470	8.1	8.2		♦	♦	♦	♦				♦			
470	8.2	8.3		♦	♦	♦	♦				♦			
470	8.3	8.4		♦	♦	♦	♦				♦			
470	8.4	8.5		♦	♦	♦	♦				♦			
470	8.5	8.6		♦	♦	♦	♦				♦			
470	8.6	8.7		♦	♦	♦	♦				♦			
470	8.7	8.8		♦	♦	♦	♦				♦			
470	8.8	8.9		♦	♦	♦	♦				♦			
470	8.9	9.0		♦	♦	♦	♦	♦			♦			
470	9.0	9.1		♦	♦	♦	♦	♦	♦		♦			
470	9.1	9.2		♦	♦	♦	♦	♦			♦			
470	9.2	9.3		♦	♦	♦	♦	♦	♦		♦			
470	9.3	9.4		♦	♦	♦	♦	♦			♦			
470	9.4	9.5		♦	♦	♦	♦	♦			♦			
470	9.5	9.6		♦	♦	♦	♦	♦			♦			
470	9.6	9.7		♦	♦	♦	♦	♦			♦			
470	9.7	9.8		♦	♦	♦	♦	♦			♦			
470	9.8	9.9		♦	♦	♦	♦	♦			♦			
470	9.9	10.0		♦	♦	♦	♦	♦			♦			
470	10.0	10.1		♦	♦	♦	♦	♦			♦			

## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
470	10.1	10.2		♦	♦		♦	♦			♦			
470	10.2	10.3		♦	♦		♦	♦			♦			
470	10.3	10.4		♦	♦	♦	♦	♦			♦			
470	10.4	10.5		♦	♦		♦				♦			
470	10.5	10.6		♦	♦		♦				♦			
470	10.6	10.7	♦				♦				♦			
470	10.7	10.8	♦				♦				♦			
470	10.8	10.9	♦				♦				♦			
470	10.9	11.0		♦	♦	♦	♦				♦			
470	11.0	11.1		♦	♦		♦				♦			
470	11.1	11.2		♦	♦	♦	♦				♦			
470	11.2	11.3	♦				♦	♦			♦			
470	11.3	11.4	♦								♦			
470	11.4	11.5	♦								♦			
470	11.5	11.6		♦	♦	♦					♦			
470	11.6	11.7		♦	♦						♦			
470	11.7	11.8		♦	♦						♦			
470	11.8	11.9		♦	♦						♦			
470	11.9	12.0	♦	♦	♦			♦			♦			
470	12.0	12.1		♦	♦						♦			
470	12.1	12.2		♦	♦						♦			
470	12.2	12.3		♦	♦						♦			
470	12.3	12.4		♦	♦						♦			
470	12.4	12.5		♦	♦						♦			
470	12.5	12.6		♦	♦						♦			
470	12.6	12.7		♦	♦						♦			
470	12.7	12.8		♦	♦	♦		♦			♦			
470	12.8	12.9		♦	♦	♦					♦			
470	12.9	13.0		♦	♦	♦					♦			
470	13.0	13.1		♦	♦	♦		♦			♦			
470	13.1	13.2		♦	♦	♦					♦			
470	13.2	13.3		♦	♦	♦	♦				♦			
470	13.3	13.4		♦	♦						♦			
470	13.4	13.5		♦	♦						♦			
470	13.5	13.6		♦	♦	♦					♦			
470	13.6	13.7		♦	♦	♦					♦			
470	13.7	13.8	♦								♦			
470	13.8	13.9	♦								♦			
470	13.9	14.0		♦	♦	♦		♦			♦			
470	14.0	14.1		♦	♦	♦					♦			
470	14.1	14.2		♦	♦	♦					♦			
470	14.2	14.3			♦	♦		♦						
470	14.3	14.4		♦		♦		♦						
470	14.4	14.5		♦		♦								
470	14.5	14.6		♦		♦		♦						
470	14.6	14.7		♦		♦		♦						
470	14.7	14.8		♦		♦								
470	14.8	14.9		♦		♦								
470	14.9	15.0		♦		♦		♦						
470	15.0	15.1		♦				♦						
470	15.1	15.2			♦	♦								
470	15.2	15.3			♦	♦		♦						
470	15.3	15.4			♦	♦		♦						
470	15.4	15.5			♦	♦		♦						
470	15.5	15.6			♦	♦								
470	15.6	15.7						♦						
470	15.7	15.8						♦						
470	15.8	15.9												
470	15.9	16.0						♦						
470	16.0	16.1						♦						
470	16.1	16.2		♦										
470	16.2	16.3		♦				♦						
470	16.3	16.4		♦				♦						
470	16.4	16.5		♦				♦						
470	16.5	16.6		♦				♦						
470	16.6	16.7		♦				♦						
470	16.7	16.8		♦				♦						
470	16.8	16.9		♦		♦		♦						
470	16.9	17.0		♦		♦		♦						
470	17.0	17.1			♦	♦								
470	17.1	17.2			♦			♦						
470	17.2	17.3		♦		♦		♦						
470	17.3	17.4		♦		♦								
470	17.4	17.5		♦				♦						
470	17.5	17.6			♦	♦		♦						
470	17.6	17.7			♦	♦								
470	17.7	17.8		♦		♦		♦						
470	17.8	17.9		♦		♦		♦						
470	17.9	18.0		♦		♦		♦						
470	18.0	18.1		♦		♦								
470	18.1	18.2		♦		♦		♦						

APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
470	18.2	18.3		♦				♦						
470	18.3	18.4			♦	♦								
470	18.4	18.5			♦	♦		♦						
470	18.5	18.6		♦				♦						
470	18.6	18.7				♦		♦						
470	18.7	18.8						♦						
Total Miles			2.7	14.2	12.8	11.0	3.6	5.7	0.0	0.6	14.2	2.2	0.0	0.0
540	0.0	0.1												
540	0.1	0.2												
540	0.2	0.3						♦						
540	0.3	0.4			♦	♦		♦						
540	0.4	0.5			♦	♦								
540	0.5	0.6			♦	♦		♦						
540	0.6	0.7			♦	♦		♦						
540	0.7	0.8			♦	♦								
540	0.8	0.9			♦	♦		♦						
540	0.9	1.0			♦	♦		♦						
540	1.0	1.1			♦	♦		♦						
540	1.1	1.2						♦						
540	1.2	1.3						♦						
540	1.3	1.4						♦						
540	1.4	1.5						♦						
540	1.5	1.6			♦	♦		♦						
540	1.6	1.7			♦	♦		♦						
540	1.7	1.8						♦						
540	1.8	1.9						♦						
540	1.9	2.0												
540	2.0	2.1						♦						
540	2.1	2.2						♦						
540	2.2	2.3			♦	♦		♦						
540	2.3	2.4			♦	♦		♦						
540	2.4	2.5		♦				♦						
540	2.5	2.6		♦										
540	2.6	2.7		♦				♦						
540	2.7	2.8		♦		♦		♦						
540	2.8	2.9				♦		♦						
540	2.9	3.0			♦	♦								
540	3.0	3.1				♦		♦						
540	3.1	3.2			♦	♦		♦						
540	3.2	3.3			♦	♦								
540	3.3	3.4			♦			♦						
540	3.4	3.5		♦		♦		♦						
540	3.5	3.6			♦	♦		♦						
540	3.6	3.7				♦		♦						
540	3.7	3.8		♦		♦		♦						
540	3.8	3.9		♦		♦		♦						
540	3.9	4.0		♦										
540	4.0	4.1		♦		♦		♦						
540	4.1	4.2		♦		♦		♦						
540	4.2	4.3		♦		♦		♦						
540	4.3	4.4		♦		♦		♦						
540	4.4	4.5		♦		♦		♦						
540	4.5	4.6		♦				♦						
540	4.6	4.7		♦		♦		♦						
540	4.7	4.8		♦		♦		♦						
540	4.8	4.9		♦				♦						
540	4.9	5.0		♦		♦		♦						
540	5.0	5.1		♦		♦		♦						
540	5.1	5.2		♦		♦								
540	5.2	5.3		♦		♦		♦						
540	5.3	5.4		♦		♦		♦						
540	5.4	5.5		♦		♦		♦						
540	5.5	5.6		♦		♦		♦						
540	5.6	5.7		♦		♦		♦						
540	5.7	5.8		♦				♦						
540	5.8	5.9		♦		♦		♦						
540	5.9	6.0		♦		♦		♦						
540	6.0	6.1		♦		♦		♦						
540	6.1	6.2		♦		♦								
540	6.2	6.3		♦				♦						
540	6.3	6.4		♦				♦						
540	6.4	6.5		♦				♦						
540	6.5	6.6				♦		♦						
540	6.6	6.7												
540	6.7	6.8						♦						
540	6.8	6.9		♦				♦						
Total Miles			0.0	3.5	1.8	4.8	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0
571	0.0	0.1		♦				♦	♦					
571	0.1	0.2		♦				♦	♦					



## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
571	0.2	0.3		♦				♦	♦					
571	0.3	0.4		♦					♦					
571	0.4	0.5		♦		♦		♦	♦					
571	0.5	0.6		♦		♦		♦	♦					
571	0.6	0.7		♦		♦		♦	♦					
571	0.7	0.8		♦		♦		♦	♦					
571	0.8	0.9		♦		♦			♦					
571	0.9	1.0		♦				♦	♦					
571	1.0	1.1		♦				♦	♦					
571	1.1	1.2			♦	♦			♦					
571	1.2	1.3			♦	♦		♦	♦					
571	1.3	1.4			♦	♦			♦					
571	1.4	1.5			♦	♦		♦	♦					
571	1.5	1.6						♦	♦					
571	1.6	1.7						♦	♦					
571	1.7	1.8						♦	♦					
571	1.8	1.9						♦	♦					
571	1.9	2.0		♦				♦	♦					
571	2.0	2.1		♦				♦	♦					
571	2.1	2.2		♦				♦	♦					
571	2.2	2.3		♦				♦	♦					
571	2.3	2.4		♦				♦	♦					
571	2.4	2.5		♦				♦	♦					
571	2.5	2.6						♦	♦					
571	2.6	2.7						♦	♦					
571	2.7	2.8						♦	♦					
571	2.8	2.9						♦	♦					
571	2.9	3.0		♦				♦	♦					
571	3.0	3.1		♦				♦	♦					
571	3.1	3.2		♦				♦	♦					
571	3.2	3.3		♦				♦	♦					
571	3.3	3.4		♦				♦	♦					
571	3.4	3.5		♦				♦	♦					
571	3.5	3.6		♦				♦	♦					
571	3.6	3.7						♦	♦					
571	3.7	3.8						♦	♦					
571	3.8	3.9						♦	♦					
571	3.9	4.0						♦	♦					
571	4.0	4.1		♦				♦	♦					
571	4.1	4.2							♦					
571	4.2	4.3						♦	♦					
571	4.3	4.4							♦					
571	4.4	4.5		♦				♦	♦					
571	4.5	4.6		♦					♦					
571	4.6	4.7		♦				♦	♦					
571	4.7	4.8		♦				♦	♦					
571	4.8	4.9		♦					♦					
571	4.9	5.0		♦		♦		♦	♦					
571	5.0	5.1		♦		♦		♦	♦					
571	5.1	5.2		♦		♦		♦	♦					
571	5.2	5.3		♦		♦		♦	♦					
571	5.3	5.4		♦		♦			♦					
571	5.4	5.5		♦		♦		♦	♦					
571	5.5	5.6		♦		♦		♦	♦					
571	5.6	5.7		♦		♦			♦					
571	5.7	5.8		♦		♦		♦	♦					
571	5.8	5.9		♦		♦		♦	♦					
571	5.9	6.0		♦		♦		♦	♦					
571	6.0	6.1		♦		♦		♦	♦					
571	6.1	6.2		♦		♦			♦					
571	6.2	6.3		♦		♦		♦	♦					
571	6.3	6.4		♦		♦		♦	♦					
571	6.4	6.5		♦		♦		♦	♦					
571	6.5	6.6		♦		♦		♦	♦					
571	6.6	6.7		♦		♦		♦	♦					
571	6.7	6.8		♦		♦		♦	♦					
571	6.8	6.9		♦		♦		♦	♦					
571	6.9	7.0		♦		♦			♦					
571	7.0	7.1		♦		♦		♦	♦					
571	7.1	7.2		♦		♦		♦	♦					
571	7.2	7.3		♦		♦		♦	♦					
571	7.3	7.4		♦		♦		♦	♦					
571	7.4	7.5		♦		♦		♦	♦					
571	7.5	7.6		♦		♦		♦	♦					
Total Miles			0.0	5.7	0.4	3.6	0.0	6.5	7.6	0.0	0.0	0.0	0.0	0.0
572	0.0	0.1		♦		♦		♦						
572	0.1	0.2		♦		♦		♦						
572	0.2	0.3		♦		♦		♦						
572	0.3	0.4						♦						
572	0.4	0.5						♦						

## APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
572	0.5	0.6						♦						
572	0.6	0.7						♦						
572	0.7	0.8						♦						
572	0.8	0.9						♦						
572	0.9	1.0						♦						
572	1.0	1.1												
572	1.1	1.2												
572	1.2	1.3		♦	♦						♦			
572	1.3	1.4									♦			
572	1.4	1.5		♦	♦						♦			
572	1.5	1.6	♦								♦			
572	1.6	1.7	♦								♦			
572	1.7	1.8	♦								♦			
572	1.8	1.9		♦	♦						♦			
572	1.9	2.0		♦				♦			♦			
572	2.0	2.1		♦	♦			♦			♦			
572	2.1	2.2		♦		♦		♦			♦			
572	2.2	2.3		♦	♦		♦	♦			♦			
572	2.3	2.4		♦	♦		♦	♦			♦			
572	2.4	2.5		♦	♦			♦			♦			
572	2.5	2.6		♦	♦			♦			♦			
572	2.6	2.7		♦	♦			♦			♦			
572	2.7	2.8		♦	♦			♦			♦			
572	2.8	2.9		♦	♦			♦			♦			
572	2.9	3.0		♦	♦			♦			♦			
572	3.0	3.1		♦	♦			♦		♦	♦			
572	3.1	3.2	♦	♦	♦			♦			♦			
572	3.2	3.3		♦	♦					♦	♦			
572	3.3	3.4		♦	♦					♦	♦			
572	3.4	3.5		♦	♦					♦	♦			
572	3.5	3.6		♦	♦					♦	♦			
572	3.6	3.7		♦	♦						♦			
572	3.7	3.8		♦	♦						♦			
572	3.8	3.9		♦	♦						♦			
572	3.9	4.0		♦				♦			♦			
Total Miles			0.4	2.8	2.5	0.5	0.0	2.4	0.0	0.6	2.8	0.0	0.0	0.0
580	0.0	0.1		♦	♦			♦	♦		♦			
580	0.1	0.2		♦	♦			♦	♦		♦			
580	0.2	0.3		♦	♦			♦	♦		♦			
580	0.3	0.4		♦	♦			♦	♦		♦			
580	0.4	0.5		♦	♦			♦	♦		♦			
580	0.5	0.6		♦	♦			♦	♦		♦			
580	0.6	0.7		♦	♦			♦	♦		♦			
580	0.7	0.8		♦	♦			♦	♦		♦			
580	0.8	0.9		♦	♦				♦	♦	♦			
580	0.9	1.0		♦	♦				♦	♦	♦			
580	1.0	1.1	♦						♦	♦	♦			
580	1.1	1.2	♦						♦	♦	♦			
580	1.2	1.3		♦	♦				♦	♦	♦			
580	1.3	1.4		♦	♦				♦	♦	♦			
580	1.4	1.5		♦	♦				♦	♦	♦			
580	1.5	1.6		♦	♦				♦	♦	♦			
580	1.6	1.7		♦	♦				♦	♦	♦			
580	1.7	1.8		♦	♦				♦	♦	♦			
580	1.8	1.9		♦	♦				♦	♦	♦			
580	1.9	2.0		♦	♦				♦	♦	♦			
580	2.0	2.1	♦					♦	♦		♦			
580	2.1	2.2	♦					♦	♦		♦			
580	2.2	2.3	♦					♦	♦		♦			
580	2.3	2.4	♦					♦	♦		♦			
580	2.4	2.5		♦	♦			♦	♦		♦			
580	2.5	2.6		♦				♦	♦		♦			
580	2.6	2.7		♦	♦			♦	♦		♦			
580	2.7	2.8		♦	♦			♦	♦		♦			
580	2.8	2.9		♦	♦				♦		♦			
580	2.9	3.0		♦	♦				♦		♦			
580	3.0	3.1		♦	♦				♦		♦			
580	3.1	3.2	♦						♦		♦			
580	3.2	3.3	♦						♦		♦			
580	3.3	3.4	♦						♦		♦			
580	3.4	3.5		♦	♦				♦		♦			
580	3.5	3.6		♦	♦				♦		♦			
580	3.6	3.7		♦	♦				♦		♦			
580	3.7	3.8		♦	♦				♦		♦			
580	3.8	3.9		♦	♦				♦		♦			
580	3.9	4.0		♦	♦			♦	♦		♦			
580	4.0	4.1		♦	♦			♦	♦		♦			
580	4.1	4.2		♦	♦			♦	♦		♦			
580	4.2	4.3		♦	♦			♦	♦		♦			
580	4.3	4.4		♦	♦			♦	♦		♦			

APPENDIX D-2, Committed Mitigation for the Proposed Action - Ely to Delta (continued)

Route Segment	Milepost		Mitigation Measure*											
	From	To	1	2	3	4	5	6	7	8	9	10	11	12
580	4.4	4.5		♦	♦			♦	♦		♦			
580	4.5	4.6		♦	♦			♦	♦		♦			
580	4.6	4.7		♦	♦			♦	♦	♦	♦			
580	4.7	4.8	♦	♦	♦			♦	♦	♦	♦			
580	4.8	4.9		♦	♦			♦	♦	♦	♦			
580	4.9	5.0		♦	♦			♦	♦	♦	♦			
580	5.0	5.1	♦					♦	♦	♦	♦			
580	5.1	5.2		♦	♦			♦	♦	♦	♦			
580	5.2	5.3	♦					♦	♦	♦	♦			
580	5.3	5.4	♦					♦	♦	♦	♦			
580	5.4	5.5		♦	♦			♦	♦	♦	♦			
Total Miles			1.3	4.3	4.3	0.0	0.0	2.5	5.5	1.7	5.5	0.0	0.0	0.0
581	0.0	0.1		♦	♦				♦		♦			
581	0.1	0.2		♦	♦				♦		♦			
581	0.2	0.3		♦	♦				♦		♦			
581	0.3	0.4		♦	♦				♦		♦			
581	0.4	0.5		♦	♦				♦		♦			
581	0.5	0.6		♦	♦			♦	♦		♦			
581	0.6	0.7		♦	♦			♦	♦	♦	♦			
581	0.7	0.8		♦	♦			♦	♦	♦	♦			
581	0.8	0.9		♦	♦			♦	♦	♦	♦			
581	0.9	1.0		♦	♦			♦	♦	♦	♦			
581	1.0	1.1		♦	♦			♦	♦		♦			
581	1.1	1.2		♦	♦			♦	♦		♦			
581	1.2	1.3		♦	♦			♦	♦		♦			
581	1.3	1.4		♦	♦			♦	♦		♦			
581	1.4	1.5		♦	♦			♦	♦		♦			
581	1.5	1.6		♦	♦			♦	♦		♦			
581	1.6	1.7		♦	♦			♦	♦		♦			
581	1.7	1.8		♦	♦			♦	♦		♦			
581	1.8	1.9		♦	♦			♦	♦		♦			
581	1.9	2.0		♦	♦			♦	♦		♦			
581	2.0	2.1		♦	♦			♦	♦		♦			
581	2.1	2.2		♦	♦			♦	♦		♦			
581	2.2	2.3	♦					♦	♦		♦			
581	2.3	2.4	♦					♦	♦		♦			
581	2.4	2.5		♦	♦			♦	♦		♦	♦		
581	2.5	2.6		♦	♦			♦	♦		♦	♦		
581	2.6	2.7		♦	♦			♦	♦		♦	♦		
581	2.7	2.8	♦					♦	♦		♦	♦		
581	2.8	2.9		♦	♦			♦	♦		♦	♦		
581	2.9	3.0	♦					♦	♦		♦	♦		
581	3.0	3.1	♦					♦	♦		♦	♦		
581	3.1	3.2	♦	♦	♦			♦	♦		♦	♦		
581	3.2	3.3	♦					♦	♦		♦	♦		
Total Miles			0.7	2.7	2.7	0.0	0.0	1.0	3.3	0.5	3.3	0.4	0.0	0.0
582	0.0	0.1	♦						♦		♦	♦		
582	0.1	0.2	♦						♦		♦	♦		
Total Miles			0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.2	0.0	0.0
GRAND TOTAL			47.0	86.0	76.7	52.5	7.8	81.5	16.6	5.5	110.6	17.4	28.4	0.0

APPENDIX E  
DATA TABLES - ACTION PLAN TO  
PASS MITIGATION REPORT





## APPENDIX E

## DATA TABLES SACRAMENTO PASS MITIGATION REROUTE





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# Legend for Reading Data Tables

Column 1 indicates the beginning of the milepost for the indicated link

Column 2 indicates the ending of the milepost description for the indicated link

Column 3 indicates the length of each description

Column 4 describes the resource along each length indicated in columns 1-3

Column 5 indicates the potential ground disturbance/access level (refer to pages 2-35 and 2-36 of the DEIS/DPA).

Column 6 indicates the initial impact (i.e., impact before specific mitigation was committed). 1 = No-identifiable Impact; 2 = Low Impact; 3 = Moderate Impact; 4 = High Impact (refer to page 4-2 of the DEIS/DPA for a description of the impact levels).

Column 7 indicates the specific mitigation measure applied to reduce the initial impacts (refer to Table 1-5 of this document).

Column 8 indicates the residual impact (i.e., the impact expected to remain following the application of mitigation measures). 1 = No-identifiable Impact; 2 = Low Impact; 3 = Moderate Impact; 4 = High Impact (refer to page 4-2 of the DEIS/DPA for a description of the impact levels).



# TABLE 1

## EARTH RESOURCES

### Ground Disturbance Impacts to Soils

MILE POST FROM	TO	LENGTH	SOIL RESOURCES	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.							
0.0	0.2	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
0.2	0.3	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
0.3	0.8	0.5	HIGH HAZARD WATER EROSION	LEVEL 2	2	0	2
0.8	0.9	0.1	HIGH HAZARD WATER EROSION	LEVEL 3	3	2	2
0.9	3.1	2.2	HIGH HAZARD WATER EROSION	LEVEL 2	2	0	2
3.1	4.0	0.8	HIGH HAZARD WATER EROSION	LEVEL 4	4	24	2
4.0	4.0	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
4.0	4.2	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
Link 461.							
0.0	0.0	0.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.0	0.5	0.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
0.5	1.5	1.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
1.5	2.4	1.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
2.4	4.0	1.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
4.0	4.5	0.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
4.5	4.8	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
4.8	4.9	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
4.9	7.0	2.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
7.0	7.4	0.4	HIGH HAZARD WATER EROSION	LEVEL 3	3	2	2
7.4	7.7	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
7.7	7.9	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
7.9	8.0	0.1	HIGH HAZARD WATER EROSION	LEVEL 3	3	2	2
8.0	8.1	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
8.1	8.2	0.1	HIGH HAZARD WATER EROSION	LEVEL 3	3	2	2
8.2	8.5	0.3	HIGH HAZARD WATER EROSION	LEVEL 4	4	24	2
8.5	8.8	0.4	HIGH HAZARD WATER EROSION	LEVEL 3	3	2	2
8.8	9.4	0.6	HIGH HAZARD WATER EROSION	LEVEL 4	4	24	2
9.4	9.8	0.4	HIGH HAZARD WATER EROSION	LEVEL 3	3	2	2
9.8	9.9	0.1	HIGH HAZARD WATER EROSION	LEVEL 2	2	0	2
9.9	10.5	0.7	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
10.5	11.4	0.9	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
Link 463.							
0.0	0.2	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.2	0.7	0.6	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
0.7	1.0	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
1.0	1.0	0.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
1.0	1.1	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
1.1	2.8	1.7	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
2.8	4.5	1.7	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
4.5	4.8	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
Link 464.							
0.0	0.1	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.1	2.5	2.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
2.5	2.5	0.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
2.5	2.8	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
2.8	4.0	1.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
Link 465.							
0.0	0.1	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
0.1	0.4	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.4	0.6	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
0.6	1.3	0.7	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
1.3	1.6	0.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
1.6	1.8	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
1.8	2.0	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2



TABLE 1 - Ground Disturbance Impacts to Soils (Continued)

MILE POST FROM	TO	LENGTH	SOIL RESOURCES	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 466.							
0.0	0.6	0.6	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
Link 467.							
0.0	0.5	0.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
0.5	1.8	1.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
1.8	2.5	0.7	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
2.5	4.2	1.7	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
4.2	4.7	0.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
4.7	5.6	0.9	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
5.6	6.5	0.9	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
6.5	11.0	4.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
11.0	11.2	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
11.2	11.3	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 1	2	0	2
11.3	11.6	0.4	PRIME FARMLAND	LEVEL 1	2	0	2
11.6	11.8	0.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
11.8	11.9	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 1	2	0	2
11.9	12.3	0.4	PRIME FARMLAND	LEVEL 1	2	0	2
12.3	12.6	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 1	2	0	2
12.6	13.0	0.4	PRIME FARMLAND	LEVEL 1	2	0	2
13.0	13.6	0.7	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
Link 468.							
0.0	0.1	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
0.1	1.5	1.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
1.5	2.3	0.9	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
2.3	2.9	0.6	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
Link 469.							
0.0	0.0	0.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
0.0	1.5	1.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
1.5	2.1	0.6	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
2.1	2.5	0.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
Link 471.							
0.0	0.1	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
0.1	0.9	0.8	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.9	1.4	0.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
1.4	2.4	1.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
2.4	2.7	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
2.7	3.7	1.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
3.7	4.9	1.2	LOW/MOD WIND/WAT EROS HAZ	LEVEL 4	3	24	2
4.9	9.4	4.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
9.4	11.4	2.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
11.4	11.8	0.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
Link 472.							
0.0	0.0	0.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
0.0	0.3	0.3	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.3	0.7	0.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
0.7	0.7	0.1	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.7	1.2	0.5	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2
Link 473.							
0.0	0.0	0.0	LOW/MOD WIND/WAT EROS HAZ	LEVEL 3	2	0	2
0.0	1.4	1.4	LOW/MOD WIND/WAT EROS HAZ	LEVEL 2	2	0	2

# TABLE 2

## EARTH RESOURCES

### Ground Disturbance Impacts to Water Resources

MILE POST			WATER RESOURCES	CONT/GR DIST	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
FROM	TO	LENGTH						
Link 460.								
0.0	0.2	0.2	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
0.2	0.8	0.6	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
0.8	0.9	0.1	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
0.9	3.1	2.2	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
3.1	4.0	0.9	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
4.0	4.2	0.1	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
Link 461.								
0.0	0.0	0.0	SHALLOW GROUNDWATER	LEVEL 3	1.	0.	1.	
0.0	0.5	0.4	SHALLOW GROUNDWATER	LEVEL 2	1.	0.	1.	
0.5	1.5	1.0	SHALLOW GROUNDWATER	LEVEL 3	1.	0.	1.	
1.5	2.1	0.7	SHALLOW GROUNDWATER	LEVEL 2	1.	0.	1.	
2.1	2.4	0.3	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
2.4	4.0	1.5	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
4.0	4.5	0.5	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
4.5	4.8	0.3	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
4.8	4.9	0.2	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
4.9	7.0	2.0	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
7.0	7.4	0.4	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
7.4	7.7	0.3	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
7.7	8.2	0.5	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
8.2	8.5	0.3	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
8.5	8.8	0.4	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
8.8	9.4	0.6	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
9.4	9.8	0.4	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
9.8	10.5	0.8	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
10.5	11.4	0.9	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
Link 463.								
0.0	0.2	0.2	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
0.2	0.7	0.6	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
0.7	1.0	0.3	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
1.0	1.0	0.0	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
1.0	1.1	0.1	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
1.1	2.8	1.7	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
2.8	2.9	0.1	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
2.9	3.0	0.0	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
3.0	4.2	1.3	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
4.2	4.3	0.1	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
4.3	4.5	0.2	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
4.5	4.8	0.3	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
Link 464.								
0.0	0.1	0.1	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
0.1	2.5	2.4	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
2.5	2.5	0.0	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
2.5	2.8	0.2	PERENNIAL STREAM	LEVEL 3	4.	21.	2.	WEAVER CREEK
2.8	4.0	1.2	INTERMIT STREAM	LEVEL 4	3.	6.	2.	
Link 465.								
0.0	0.1	0.1	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
0.1	0.3	0.2	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
0.3	0.4	0.1	PERENNIAL STREAM	LEVEL 3	4.	21.	2.	WEAVER CREEK
0.4	0.6	0.2	INTERMIT STREAM	LEVEL 4	3.	6.	2.	
0.6	0.7	0.1	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
0.7	1.3	0.6	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
1.3	1.6	0.4	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
1.6	1.8	0.2	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
1.8	2.0	0.2	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	

TABLE 2 - Ground Disturbance Impacts to Water Resources (Continued)

MILE POST FROM	TO	LENGTH	WATER RESOURCES	CONT/GR DIST	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
Link 466.								
0.0	0.6	0.6	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
Link 467.								
0.0	0.5	0.5	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
0.5	0.6	0.0	PERENNIAL STREAM	LEVEL 3	4.	21.	2.	WEAVER CREEK
0.6	1.8	1.3	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
1.8	2.5	0.7	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
2.5	3.1	0.6	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
3.1	3.1	0.1	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
3.1	4.2	1.1	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
4.2	4.7	0.5	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
4.7	5.1	0.3	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
5.1	5.2	0.1	PERENNIAL STREAM	LEVEL 2	4.	20.	2.	SILVER CREEK
5.2	5.6	0.5	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
5.6	6.5	0.9	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
6.5	9.7	3.2	INTERMIT STREAM	LEVEL 2	3.	6.	2.	
9.7	11.0	1.4	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
11.0	11.2	0.1	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
11.2	11.6	0.5	ALL OTHER AREAS	LEVEL 1	1.	0.	1.	
11.6	11.8	0.2	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
11.8	12.6	0.7	ALL OTHER AREAS	LEVEL 1	1.	0.	1.	
12.6	13.0	0.4	SHALLOW GROUNDWATER	LEVEL 1	1.	0.	1.	
13.0	13.6	0.7	SHALLOW GROUNDWATER	LEVEL 2	1.	0.	1.	
Link 468.								
0.0	0.1	0.1	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
0.1	0.1	0.0	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
0.1	0.2	0.1	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
0.2	0.4	0.2	PERENNIAL STREAM	LEVEL 3	4.	21.	2.	WEAVER CREEK
0.4	1.5	1.0	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
1.5	1.6	0.2	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
1.6	1.8	0.2	INTERMIT STREAM	LEVEL 2	3.	6.	2.	
1.8	2.3	0.5	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
2.3	2.9	0.6	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
Link 469.								
0.0	0.0	0.0	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
0.0	1.5	1.5	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
1.5	1.6	0.1	INTERMIT STREAM	LEVEL 2	3.	6.	2.	
1.6	2.1	0.5	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
2.1	2.5	0.4	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
Link 471.								
0.0	0.1	0.1	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
0.1	0.9	0.8	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
0.9	1.1	0.2	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
1.1	1.2	0.1	PERENNIAL STREAM	LEVEL 2	4.	20.	2.	SILVER CREEK
1.2	1.4	0.2	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
1.4	2.4	1.0	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
2.4	2.5	0.1	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
2.5	2.6	0.1	INTERMIT STREAM	LEVEL 2	3.	6.	2.	
2.6	2.7	0.1	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
2.7	3.3	0.6	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
3.3	3.7	0.5	INTERMIT STREAM	LEVEL 3	2.	6.	2.	
3.7	4.9	1.2	ALL OTHER AREAS	LEVEL 4	1.	0.	1.	
4.9	9.4	4.5	ALL OTHER AREAS	LEVEL 2	1.	0.	1.	
9.4	11.4	2.0	ALL OTHER AREAS	LEVEL 3	1.	0.	1.	
11.4	11.8	0.4	SHALLOW GROUNDWATER	LEVEL 2	1.	0.	1.	
Link 472.								
0.0	0.0	0.0	SHALLOW GROUNDWATER	LEVEL 2	1.	0.	1.	
0.0	0.3	0.3	SHALLOW GROUNDWATER	LEVEL 3	1.	0.	1.	
0.3	0.7	0.4	SHALLOW GROUNDWATER	LEVEL 2	1.	0.	1.	
0.7	0.7	0.1	SHALLOW GROUNDWATER	LEVEL 3	1.	0.	1.	
0.7	1.2	0.5	SHALLOW GROUNDWATER	LEVEL 2	1.	0.	1.	



TABLE 2 - Ground Disturbance Impacts to Water Resources (Continued)

MILE POST			WATER RESOURCES	CONT/GR DIST	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
FROM	TO	LENGTH						

Link 473.

0.0	0.0	0.0	SHALLOW GROUNDWATER LEVEL 3		1.	0	1.	
0.0	1.4	1.4	SHALLOW GROUNDWATER LEVEL 2		1.	0	1.	

# TABLE 3

## BIOLOGICAL RESOURCES

### Ground Disturbance Impacts to Sensitive Animal Species

MILE POST FROM TO		LENGTH	WILDLIFE RESOURCES	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.							
0.0	0.2	0.2	FERRUGINOUS HAWK HABITAT	LEVEL 4	3.	4.	2
0.2	0.8	0.6	FERRUGINOUS HAWK HABITAT	LEVEL 2	2.	0.	2.
0.8	0.9	0.1	FERRUGINOUS HAWK HABITAT	LEVEL 3	3.	2.	2
0.9	1.1	0.2	FERRUGINOUS HAWK HABITAT	LEVEL 2	2.	0.	2.
1.1	1.1	0.0	BACKGROUND	LEVEL 2	1.	0.	1
1.1	1.2	0.1	FERRUGINOUS HAWK HABITAT	LEVEL 2	2.	0.	2.
1.2	3.1	1.9	BACKGROUND	LEVEL 2	1.	0.	1.
3.1	4.0	0.9	BACKGROUND	LEVEL 4	1.	0.	1.
4.0	4.2	0.1	BACKGROUND	LEVEL 3	1.	0.	1.
Link 461.							
0.0	0.0	0.0	PRONGHORN ANTELOPE	LEVEL 3	3.	2.	2.
0.0	0.5	0.4	PRONGHORN ANTELOPE	LEVEL 2	2.	0.	2.
0.5	1.5	1.0	PRONGHORN ANTELOPE	LEVEL 3	3.	2.	2
1.5	2.4	1.0	PRONGHORN ANTELOPE	LEVEL 2	2.	0.	2.
2.4	4.0	1.5	PRONGHORN ANTELOPE	LEVEL 3	3.	2.	2.
4.0	4.5	0.5	PRONGHORN ANTELOPE	LEVEL 2	2.	0.	2.
4.5	4.8	0.3	43.3 COMBINATION	LEVEL 3	3.	22.	2.
4.8	4.9	0.2	43.3 COMBINATION	LEVEL 4	3.	28.	2.
4.9	7.0	2.0	43.3 COMBINATION	LEVEL 2	2.	0.	2.
7.0	7.4	0.4	43.3 COMBINATION	LEVEL 3	3.	22.	2.
7.4	7.7	0.3	43.3 COMBINATION	LEVEL 2	2.	0.	2.
7.7	7.8	0.1	43.3 COMBINATION	LEVEL 3	3.	22.	2.
7.8	8.2	0.4	43.95 COMBINATION	LEVEL 3	4.	22.	3.
8.2	8.5	0.3	43.95 COMBINATION	LEVEL 4	4.	28.	3.
8.5	8.8	0.4	43.95 COMBINATION	LEVEL 3	4.	22.	3.
8.8	8.9	0.1	43.95 COMBINATION	LEVEL 4	4.	28.	3.
8.9	9.4	0.5	CRITICAL PRONGHORN HABITAT	LEVEL 4	4.	4.	3.
9.4	9.8	0.4	CRITICAL PRONGHORN HABITAT	LEVEL 3	4.	2.	3.
9.8	10.5	0.8	95.29 COMBINATION	LEVEL 2	3.	20.	2.
10.5	11.4	0.9	CRITICAL PRONGHORN HABITAT	LEVEL 3	4.	2.	3.
Link 463.							
0.0	0.2	0.2	BACKGROUND	LEVEL 3	1.	0.	1.
0.2	0.7	0.6	BACKGROUND	LEVEL 4	1.	0.	1.
0.7	1.0	0.3	BACKGROUND	LEVEL 2	1.	0.	1.
1.0	1.0	0.0	BACKGROUND	LEVEL 4	1.	0.	1.
1.0	1.1	0.1	BACKGROUND	LEVEL 2	1.	0.	1.
1.1	2.8	1.7	BACKGROUND	LEVEL 4	1.	0.	1.
2.8	3.0	0.2	BACKGROUND	LEVEL 3	1.	0.	1.
3.0	4.5	1.5	PRONGHORN ANTELOPE	LEVEL 3	3.	2.	2.
4.5	4.8	0.3	PRONGHORN ANTELOPE	LEVEL 4	3.	4.	2.
Link 464.							
0.0	0.1	0.1	BACKGROUND	LEVEL 3	1.	0.	1.
0.1	2.5	2.4	BACKGROUND	LEVEL 4	1.	0.	1.
2.5	2.5	0.0	BACKGROUND	LEVEL 2	1.	0.	1.
2.5	2.8	0.2	BACKGROUND	LEVEL 3	1.	0.	1.
2.8	4.0	1.2	BACKGROUND	LEVEL 4	1.	0.	1.
Link 465.							
0.0	0.1	0.1	PRONGHORN ANTELOPE	LEVEL 2	2.	0.	2.
0.1	0.4	0.3	PRONGHORN ANTELOPE	LEVEL 3	3.	2.	2.
0.4	0.6	0.2	PRONGHORN ANTELOPE	LEVEL 4	3.	4.	2.
0.6	1.3	0.7	PRONGHORN ANTELOPE	LEVEL 3	3.	2.	2.
1.3	1.6	0.4	PRONGHORN ANTELOPE	LEVEL 4	3.	4.	2.
1.6	1.8	0.2	PRONGHORN ANTELOPE	LEVEL 3	3.	2.	2.
1.8	2.0	0.2	PRONGHORN ANTELOPE	LEVEL 4	3.	4.	2.

TABLE 3 - Ground Disturbance Impacts to Sensitive Animal Species (Continued)

MILE POST FROM	TO	LENGTH	WILDLIFE RESOURCES	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 466.</b>							
0.0	0.6	0.6	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
<b>Link 467.</b>							
0.0	0.5	0.5	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
0.5	1.8	1.3	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
1.8	2.5	0.7	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
2.5	4.2	1.7	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
4.2	4.7	0.5	PRONGHORN ANTELOPE	LEVEL 4	3	4	2
4.7	5.6	0.9	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
5.6	6.5	0.9	ANTELOPE KIDDING GROUND	LEVEL 3	4	22	3
6.5	11.0	4.5	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
11.0	11.2	0.1	CRITICAL PRONGHORN HABITAT	LEVEL 3	4	2	3
11.2	11.6	0.5	CRITICAL PRONGHORN HABITAT	LEVEL 1	2	0	2
11.6	11.8	0.2	CRITICAL PRONGHORN HABITAT	LEVEL 2	3	1	2
11.8	13.0	1.1	CRITICAL PRONGHORN HABITAT	LEVEL 1	2	0	2
13.0	13.6	0.7	CRITICAL PRONGHORN HABITAT	LEVEL 2	3	1	2
<b>Link 468.</b>							
0.0	0.1	0.1	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
0.1	1.5	1.4	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
1.5	2.3	0.9	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
2.3	2.9	0.6	PRONGHORN ANTELOPE	LEVEL 4	3	4	2
<b>Link 469.</b>							
0.0	0.0	0.0	PRONGHORN ANTELOPE	LEVEL 4	3	4	2
0.0	1.5	1.5	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
1.5	2.1	0.6	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
2.1	2.5	0.4	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
<b>Link 471.</b>							
0.0	0.1	0.1	PRONGHORN ANTELOPE	LEVEL 4	3	4	2
0.1	0.9	0.8	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
0.9	1.4	0.5	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
1.4	2.4	1.0	ANTELOPE KIDDING GROUND	LEVEL 3	4	22	3
2.4	2.7	0.3	ANTELOPE KIDDING GROUND	LEVEL 2	4	11	2
2.7	3.7	1.0	ANTELOPE KIDDING GROUND	LEVEL 3	4	22	3
3.7	4.9	1.2	ANTELOPE KIDDING GROUND	LEVEL 4	4	28	2
4.9	6.6	1.7	ANTELOPE KIDDING GROUND	LEVEL 2	4	11	2
6.6	9.4	2.8	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
9.4	11.4	2.0	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
11.4	11.8	0.4	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
<b>Link 472.</b>							
0.0	0.0	0.0	CRITICAL PRONGHORN HABITAT	LEVEL 2	3	1	2
0.0	0.3	0.3	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
0.3	0.7	0.4	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
0.7	0.7	0.1	PRONGHORN ANTELOPE	LEVEL 3	3	2	2
0.7	1.2	0.5	PRONGHORN ANTELOPE	LEVEL 2	2	0	2
<b>Link 473.</b>							
0.0	0.0	0.0	CRITICAL PRONGHORN HABITAT	LEVEL 3	4	2	3
0.0	1.4	1.4	PRONGHORN ANTELOPE	LEVEL 2	2	0	2



# TABLE 4

## BIOLOGICAL RESOURCES

### Public Access Impacts to Sensitive Animal Species

MILE POST FROM TO	LENGTH	WILDLIFE RESOURCES	CHANGE IN ACCESS	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.						
0.0 0.2	0.2	FERRUGINOUS HAWK HABITAT	0-20 % 3-5	2.	0.	2.
0.2 1.1	0.9	FERRUGINOUS HAWK HABITAT	0-20 % 2	2.	0.	2.
1.1 1.1	0.0	BACKGROUND	0-20 % 2	1.	0.	1.
1.1 1.2	0.1	FERRUGINOUS HAWK HABITAT	0-20 % 2	2.	0.	2.
1.2 3.1	1.9	BACKGROUND	0-20 % 2	1.	0.	1.
3.1 4.2	1.1	BACKGROUND	0-20 % 3-5	1.	0.	1.
Link 461.						
0.0 0.0	0.0	PRONGHORN ANTELOPE	0-20 % 3-5	2.	0.	2.
0.0 0.5	0.4	PRONGHORN ANTELOPE	0-20 % 2	2.	0.	2.
0.5 1.5	1.0	PRONGHORN ANTELOPE	0-20 % 3-5	2.	0.	2.
1.5 2.4	1.0	PRONGHORN ANTELOPE	0-20 % 2	2.	0.	2.
2.4 2.9	0.4	PRONGHORN ANTELOPE	0-20 % 3-5	2.	0.	2.
2.9 3.6	0.7	PRONGHORN ANTELOPE	50 + % 3-5	3.	4.	2.
3.6 3.7	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2.	0.	2.
3.7 4.0	0.3	PRONGHORN ANTELOPE	0-20 % 3-5	2.	0.	2.
4.0 4.2	0.3	PRONGHORN ANTELOPE	0-20 % 2	2.	0.	2.
4.2 4.3	0.1	PRONGHORN ANTELOPE	0-20 % 3-5	2.	0.	2.
4.3 4.9	0.6	43,3 COMBINATION	0-20 % 3-5	2.	0.	2.
4.9 7.0	2.0	43,3 COMBINATION	0-20 % 2	2.	0.	2.
7.0 7.4	0.4	43,3 COMBINATION	0-20 % 3-5	2.	0.	2.
7.4 7.7	0.3	43,3 COMBINATION	0-20 % 2	2.	0.	2.
7.7 7.8	0.1	43,3 COMBINATION	0-20 % 3-5	2.	0.	2.
7.8 8.6	0.7	43,95 COMBINATION	0-20 % 3-5	2.	0.	2.
8.6 8.7	0.1	43,95 COMBINATION	40-50 % 3-5	4.	4.	3.
8.7 8.9	0.3	43,95 COMBINATION	50 + % 3-5	4.	4.	3.
8.9 9.4	0.5	CRITICAL PRONGHORN HABITAT	50 + % 3-5	4.	4.	3.
9.4 9.5	0.1	CRITICAL PRONGHORN HABITAT	20-40 % 3-5	3.	2.	2.
9.5 9.8	0.3	95,29 COMBINATION	0-20 % 3-5	3.	2.	2.
9.8 10.1	0.3	95,29 COMBINATION	0-20 % 2	3.	1.	2.
10.1 10.3	0.1	95,29 COMBINATION	0-20 % 3-5	3.	2.	2.
10.3 10.5	0.3	95,29 COMBINATION	0-20 % 2	3.	1.	2.
10.5 10.8	0.3	CRITICAL PRONGHORN HABITAT	0-20 % 3-5	2.	0.	2.
10.8 10.9	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2.	0.	2.
10.9 11.4	0.5	PRONGHORN ANTELOPE	50 + % 3-5	3.	4.	2.
Link 463.						
0.0 0.5	0.5	BACKGROUND	0-20 % 3-5	1.	0.	1.
0.5 0.7	0.2	BACKGROUND	20-40 % 3-5	1.	0.	1.
0.7 2.3	1.5	BACKGROUND	0-20 % 2	1.	0.	1.
2.3 2.4	0.1	BACKGROUND	20-40 % 3-5	1.	0.	1.
2.4 2.5	0.1	BACKGROUND	50 + % 3-5	1.	0.	1.
2.5 2.6	0.1	BACKGROUND	40-50 % 3-5	1.	0.	1.
2.6 2.9	0.3	BACKGROUND	50 + % 3-5	1.	0.	1.
2.9 2.9	0.1	BACKGROUND	20-40 % 3-5	1.	0.	1.
2.9 3.0	0.0	BACKGROUND	0-20 % 3-5	1.	0.	1.
3.0 3.8	0.8	PRONGHORN ANTELOPE	0-20 % 3-5	2.	0.	2.
3.8 4.4	0.6	PRONGHORN ANTELOPE	20-40 % 3-5	2.	0.	2.
4.4 4.8	0.4	PRONGHORN ANTELOPE	50 + % 3-5	3.	4.	2.
Link 464.						
0.0 2.5	2.5	BACKGROUND	0-20 % 3-5	1.	0.	1.
2.5 2.5	0.0	BACKGROUND	0-20 % 2	1.	0.	1.
2.5 4.0	1.4	BACKGROUND	0-20 % 3-5	1.	0.	1.
Link 465.						
0.0 0.1	0.1	PRONGHORN ANTELOPE	0-20 % 2	2.	0.	2.
0.1 1.2	1.0	PRONGHORN ANTELOPE	0-20 % 3-5	2.	0.	2.
1.2 1.3	0.1	PRONGHORN ANTELOPE	40-50 % 3-5	3.	4.	2.
1.3 2.0	0.7	PRONGHORN ANTELOPE	50 + % 3-5	3.	4.	2.

TABLE 4 - Public Access Impacts to Sensitive Animal Species (Continued)

MILE POST FROM	TO	LENGTH	WILDLIFE RESOURCES	CHANGE IN ACCESS	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 466.</b>							
0.0	0.6	0.6	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
<b>Link 467.</b>							
0.0	0.5	0.5	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
0.5	1.8	1.3	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
1.8	2.5	0.7	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
2.5	3.0	0.5	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
3.0	3.1	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2	0	2
3.1	4.1	1.0	PRONGHORN ANTELOPE	50 + % 3-5	3	4	2
4.1	4.2	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2	0	2
4.2	4.7	0.5	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
4.7	5.3	0.5	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
5.3	5.3	0.0	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
5.3	5.6	0.4	ANTELOPE KIDDING GROUND	0-20 % 3-5	3	2	2
5.6	5.7	0.1	ANTELOPE KIDDING GROUND	40-50 % 3-5	4	4	3
5.7	6.0	0.3	ANTELOPE KIDDING GROUND	50 + % 3-5	4	4	3
6.0	6.5	0.5	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
6.5	6.9	0.4	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
6.9	7.5	0.6	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
7.5	8.3	0.9	PRONGHORN ANTELOPE	50 + % 3-5	3	4	2
8.3	8.4	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2	0	2
8.4	9.6	1.1	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
9.6	9.8	0.3	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
9.8	10.1	0.2	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
10.1	10.9	0.8	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
10.9	11.0	0.1	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
11.0	11.2	0.2	CRITICAL PRONGHORN HABITAT	0-20 % 3-5	2	0	2
11.2	11.6	0.5	CRITICAL PRONGHORN HABITAT	0-20 % 1	2	0	2
11.6	11.8	0.2	CRITICAL PRONGHORN HABITAT	0-20 % 2	2	0	2
11.8	13.0	1.1	CRITICAL PRONGHORN HABITAT	0-20 % 1	2	0	2
13.0	13.6	0.7	CRITICAL PRONGHORN HABITAT	0-20 % 2	2	0	2
<b>Link 468.</b>							
0.0	0.1	0.1	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
0.1	1.5	1.4	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
1.5	2.5	1.1	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
2.5	2.6	0.0	PRONGHORN ANTELOPE	20-40 % 3-5	2	0	2
2.6	2.9	0.4	PRONGHORN ANTELOPE	50 + % 3-5	3	4	2
<b>Link 469.</b>							
0.0	0.8	0.8	PRONGHORN ANTELOPE	50 + % 3-5	3	4	2
0.8	0.9	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2	0	2
0.9	1.5	0.7	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
1.5	1.9	0.4	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
1.9	2.3	0.4	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
2.3	2.5	0.2	PRONGHORN ANTELOPE	20-40 % 3-5	2	0	2
<b>Link 471.</b>							
0.0	0.3	0.3	PRONGHORN ANTELOPE	50 + % 3-5	3	4	2
0.3	0.4	0.1	PRONGHORN ANTELOPE	40-50 % 3-5	3	4	2
0.4	0.9	0.6	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
0.9	1.4	0.5	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
1.4	1.8	0.4	ANTELOPE KIDDING GROUND	0-20 % 3-5	3	2	2
1.8	2.0	0.3	ANTELOPE KIDDING GROUND	40-50 % 3-5	4	4	3
2.0	2.1	0.1	ANTELOPE KIDDING GROUND	20-40 % 3-5	3	2	2
2.1	2.4	0.3	ANTELOPE KIDDING GROUND	0-20 % 3-5	3	2	2
2.4	2.7	0.3	ANTELOPE KIDDING GROUND	0-20 % 2	3	1	2
2.7	3.3	0.6	ANTELOPE KIDDING GROUND	0-20 % 3-5	3	2	2
3.3	4.3	1.0	ANTELOPE KIDDING GROUND	50 + % 3-5	4	4	3
4.3	4.4	0.1	ANTELOPE KIDDING GROUND	20-40 % 3-5	3	2	2
4.4	4.9	0.6	ANTELOPE KIDDING GROUND	0-20 % 3-5	3	2	2
4.9	5.4	0.5	ANTELOPE KIDDING GROUND	0-20 % 2	3	1	2
5.4	5.5	0.1	ANTELOPE KIDDING GROUND	0-20 % 3-5	3	2	2
5.5	5.8	0.3	ANTELOPE KIDDING GROUND	0-20 % 2	3	1	2
5.8	6.4	0.7	ANTELOPE KIDDING GROUND	0-20 % 3-5	3	2	2
6.4	6.6	0.2	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
6.6	6.9	0.3	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
6.9	8.3	1.4	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
8.3	8.6	0.3	PRONGHORN ANTELOPE	0-20 % 2	2	0	2
8.6	9.0	0.5	PRONGHORN ANTELOPE	0-20 % 3-5	2	0	2
9.0	9.1	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2	0	2

TABLE 4 - Public Access Impacts to Sensitive Animal Species (Continued)

MILE POST FROM TO			WILDLIFE RESOURCES	CHANGE IN ACCESS	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
LENGTH							
9.1	10.1	0.9	PRONGHORN ANTELOPE	0-20 % 3-5	2	0.	2.
10.1	10.2	0.1	PRONGHORN ANTELOPE	20-40 % 3-5	2	0.	2.
10.2	10.7	0.5	PRONGHORN ANTELOPE	50 + % 3-5	3	4.	2.
10.7	11.4	0.7	PRONGHORN ANTELOPE	20-40 % 3-5	2	0.	2.
11.4	11.8	0.4	PRONGHORN ANTELOPE	0-20 % 2	2	0.	2.
Link 472.							
0.0	0.0	0.0	CRITICAL PRONGHORN HABITAT	0-20 % 2	2	0.	2.
0.0	0.3	0.3	PRONGHORN ANTELOPE	0-20 % 3-5	2	0.	2.
0.3	0.7	0.4	PRONGHORN ANTELOPE	0-20 % 2	2	0.	2.
0.7	0.7	0.1	PRONGHORN ANTELOPE	0-20 % 3-5	2	0.	2.
0.7	1.2	0.5	PRONGHORN ANTELOPE	0-20 % 2	2	0.	2.
Link 473.							
0.0	0.0	0.0	CRITICAL PRONGHORN HABITAT	0-20 % 3-5	2	0.	2.
0.0	1.4	1.4	PRONGHORN ANTELOPE	0-20 % 2	2	0.	2.



# TABLE 5 BIOLOGICAL RESOURCES

## Ground Disturbance to Sensitive Plant Species

MILE POST FROM TO		LENGTH	SENSITIVE SPECIES	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 460.</b>							
0.0	0.2	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
0.2	0.8	0.6	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
0.8	0.9	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
0.9	3.1	2.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
3.1	4.0	0.9	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
4.0	4.2	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
<b>Link 461.</b>							
0.0	0.0	0.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
0.0	0.5	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
0.5	1.5	1.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
1.5	2.4	1.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
2.4	4.0	1.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
4.0	4.5	0.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
4.5	4.8	0.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
4.8	4.9	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
4.9	7.0	2.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
7.0	7.4	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
7.4	7.7	0.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
7.7	8.2	0.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
8.2	8.5	0.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
8.5	8.8	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
8.8	9.4	0.6	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
9.4	9.8	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
9.8	10.5	0.8	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
10.5	11.4	0.9	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
<b>Link 463.</b>							
0.0	0.2	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
0.2	0.7	0.6	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
0.7	1.0	0.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
1.0	1.0	0.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
1.0	1.1	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
1.1	2.8	1.7	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
2.8	3.5	0.7	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
3.5	4.5	1.0	CYMOPTERUS BASALTICUS	LEVEL 3	3	21	2
4.5	4.7	0.2	CYMOPTERUS BASALTICUS	LEVEL 4	4	27	2
4.7	4.8	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
<b>Link 464.</b>							
0.0	0.1	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
0.1	2.5	2.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
2.5	2.5	0.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
2.5	2.8	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
2.8	4.0	1.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
<b>Link 465.</b>							
0.0	0.1	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1
0.1	0.4	0.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
0.4	0.6	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
0.6	1.3	0.7	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
1.3	1.6	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
1.6	1.8	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1	0	1
1.8	2.0	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1	0	1
<b>Link 466.</b>							
0.0	0.6	0.6	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1	0	1

TABLE 5 - Ground Disturbance to Sensitive Plant Species (Continued)

MILE POST		LENGTH	SENSITIVE SPECIES	ACCESS LEVEL	INITIAL	MITIGATION	RESIDUAL
FROM	TO				IMPACT	MEASURES	IMPACT
Link 467.							
0.0	0.5	0.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
0.5	1.8	1.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
1.8	2.5	0.7	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
2.5	4.2	1.7	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
4.2	4.7	0.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1.	0.	1.
4.7	5.6	0.9	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
5.6	6.5	0.9	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
6.5	11.0	4.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
11.0	11.2	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
11.2	11.6	0.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 1	1.	0.	1.
11.6	11.8	0.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
11.8	13.0	1.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 1	1.	0.	1.
13.0	13.6	0.7	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
Link 468.							
0.0	0.1	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
0.1	1.5	1.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
1.5	2.3	0.9	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
2.3	2.9	0.6	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1.	0.	1.
Link 469.							
0.0	0.0	0.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1.	0.	1.
0.0	1.5	1.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
1.5	2.1	0.6	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
2.1	2.5	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
Link 471.							
0.0	0.1	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1.	0.	1.
0.1	0.9	0.8	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
0.9	1.4	0.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
1.4	2.4	1.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
2.4	2.7	0.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
2.7	3.7	1.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
3.7	4.9	1.2	NO SENSITIVE SPECIES/BACKGR	LEVEL 4	1.	0.	1.
4.9	9.4	4.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
9.4	11.4	2.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
11.4	11.8	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
Link 472.							
0.0	0.0	0.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
0.0	0.3	0.3	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
0.3	0.7	0.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
0.7	0.7	0.1	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
0.7	1.2	0.5	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.
Link 473.							
0.0	0.0	0.0	NO SENSITIVE SPECIES/BACKGR	LEVEL 3	1.	0.	1.
0.0	1.4	1.4	NO SENSITIVE SPECIES/BACKGR	LEVEL 2	1.	0.	1.



# TABLE 6

## BIOLOGICAL RESOURCES

### Public Access Impacts to Sensitive Plant Species

MILE POST FROM	TO	LENGTH	SENSITIVE SPECIES	CHANGE IN ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 460.</b>							
0.0	4.2	4.2	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
<b>Link 461.</b>							
0.0	2.9	2.9	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
2.9	3.6	0.7	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
3.6	3.7	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
3.7	8.6	4.9	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
8.6	8.7	0.1	NO SENSITIVE SPECIES/BACKGR	40 - 50 %	1.	0	1.
8.7	9.4	0.8	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
9.4	9.5	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
9.5	10.8	1.3	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
10.8	10.9	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
10.9	11.4	0.5	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
<b>Link 463.</b>							
0.0	0.5	0.5	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
0.5	0.6	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
0.6	2.3	1.6	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
2.3	2.4	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
2.4	2.4	0.1	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
2.4	2.5	0.0	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
2.5	2.6	0.1	NO SENSITIVE SPECIES/BACKGR	40 - 50 %	1.	0	1.
2.6	2.9	0.3	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
2.9	2.9	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
2.9	3.5	0.5	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
3.5	3.8	0.4	CYMOPTERUS BASALTICUS	0 - 20 %	2.	0	2.
3.8	4.4	0.6	CYMOPTERUS BASALTICUS	20 - 40 %	2.	0	2.
4.4	4.8	0.4	CYMOPTERUS BASALTICUS	50 -100 %	3.	4	2.
<b>Link 464.</b>							
0.0	4.0	4.0	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
<b>Link 465.</b>							
0.0	1.2	1.2	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
1.2	1.3	0.1	NO SENSITIVE SPECIES/BACKGR	40 - 50 %	1.	0	1.
1.3	2.0	0.7	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
<b>Link 466.</b>							
0.0	0.6	0.6	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
<b>Link 467.</b>							
0.0	3.0	3.0	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
3.0	3.1	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
3.1	4.1	1.0	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
4.1	4.2	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
4.2	5.6	1.4	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
5.6	5.7	0.1	NO SENSITIVE SPECIES/BACKGR	40 - 50 %	1.	0	1.
5.7	6.0	0.3	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
6.0	7.5	1.4	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
7.5	8.3	0.9	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.
8.3	8.4	0.1	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
8.4	13.6	5.2	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
<b>Link 468.</b>							
0.0	2.5	2.5	NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1.	0	1.
2.5	2.6	0.0	NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1.	0	1.
2.6	2.9	0.4	NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0	1.



TABLE 6 - Public Access Impacts to Sensitive Plant Species (Continued)

MILE POST FROM TO			LENGTH	SENSITIVE SPECIES	CHANGE IN ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 469.								
0.0	0.8	0.8		NO SENSITIVE SPECIES/BACKGR	50 -100 %	1.	0.	1.
0.8	0.9	0.1		NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1	0.	1.
0.9	2.3	1.4		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.
2.3	2.5	0.2		NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1	0.	1.
Link 471.								
0.0	0.3	0.3		NO SENSITIVE SPECIES/BACKGR	50 -100 %	1	0.	1.
0.3	0.4	0.1		NO SENSITIVE SPECIES/BACKGR	40 - 50 %	1	0.	1.
0.4	1.8	1.4		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.
1.8	2.0	0.3		NO SENSITIVE SPECIES/BACKGR	40 - 50 %	1	0.	1.
2.0	2.1	0.1		NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1	0.	1.
2.1	3.3	1.2		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.
3.3	4.3	1.0		NO SENSITIVE SPECIES/BACKGR	50 -100 %	1	0.	1.
4.3	4.4	0.1		NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1	0.	1.
4.4	9.0	4.7		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.
9.0	9.1	0.1		NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1	0.	1.
9.1	10.1	0.9		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.
10.1	10.2	0.1		NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1	0.	1.
10.2	10.7	0.5		NO SENSITIVE SPECIES/BACKGR	50 -100 %	1	0.	1.
10.7	10.9	0.2		NO SENSITIVE SPECIES/BACKGR	20 - 40 %	1	0.	1.
10.9	11.8	0.9		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.
Link 472.								
0.0	1.2	1.2		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.
Link 473.								
0.0	1.4	1.4		NO SENSITIVE SPECIES/BACKGR	0 - 20 %	1	0.	1.

# TABLE 7 LAND USE RESOURCES

## Ground Disturbance Impacts to Parks, Recreation & Preservation Areas

MILE POST FROM TO LENGTH			FEATURE	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
Link 460.								
0.0	0.2	0.2	BACKGROUND	LEVEL 4	1.	0	1.	
0.2	0.8	0.6	BACKGROUND	LEVEL 2	1.	0	1.	
0.8	0.9	0.1	BACKGROUND	LEVEL 3	1.	0	1.	
0.9	3.1	2.2	BACKGROUND	LEVEL 2	1.	0	1.	
3.1	4.0	0.9	BACKGROUND	LEVEL 4	1.	0	1.	
4.0	4.2	0.1	BACKGROUND	LEVEL 3	1.	0	1.	
Link 461.								
0.0	0.0	0.0	BACKGROUND	LEVEL 3	1.	0	1.	
0.0	0.5	0.4	BACKGROUND	LEVEL 2	1.	0	1.	
0.5	1.5	1.0	BACKGROUND	LEVEL 3	1.	0	1.	
1.5	2.4	1.0	BACKGROUND	LEVEL 2	1.	0	1.	
2.4	4.0	1.5	BACKGROUND	LEVEL 3	1.	0	1.	
4.0	4.5	0.5	BACKGROUND	LEVEL 2	1.	0	1.	
4.5	4.8	0.3	BACKGROUND	LEVEL 3	1.	0	1.	
4.8	4.9	0.2	BACKGROUND	LEVEL 4	1.	0	1.	
4.9	7.0	2.0	BACKGROUND	LEVEL 2	1.	0	1.	
7.0	7.4	0.4	BACKGROUND	LEVEL 3	1.	0	1.	
7.4	7.7	0.3	BACKGROUND	LEVEL 2	1.	0	1.	
7.7	8.2	0.5	BACKGROUND	LEVEL 3	1.	0	1.	
8.2	8.5	0.3	BACKGROUND	LEVEL 4	1.	0	1.	
8.5	8.8	0.4	BACKGROUND	LEVEL 3	1.	0	1.	
8.8	9.4	0.6	BACKGROUND	LEVEL 4	1.	0	1.	
9.4	9.8	0.4	BACKGROUND	LEVEL 3	1.	0	1.	
9.8	10.5	0.8	BACKGROUND	LEVEL 2	1.	0	1.	
10.5	11.4	0.9	BACKGROUND	LEVEL 3	1.	0	1.	
Link 463.								
0.0	0.2	0.2	BACKGROUND	LEVEL 3	1.	0	1.	
0.2	0.7	0.6	BACKGROUND	LEVEL 4	1.	0	1.	
0.7	1.0	0.3	BACKGROUND	LEVEL 2	1.	0	1.	
1.0	1.0	0.0	BACKGROUND	LEVEL 4	1.	0	1.	
1.0	1.1	0.1	BACKGROUND	LEVEL 2	1.	0	1.	
1.1	2.8	1.7	BACKGROUND	LEVEL 4	1.	0	1.	
2.8	4.5	1.7	BACKGROUND	LEVEL 3	1.	0	1.	
4.5	4.8	0.3	BACKGROUND	LEVEL 4	1.	0	1.	
Link 464.								
0.0	0.1	0.1	BACKGROUND	LEVEL 3	1.	0	1.	
0.1	1.7	1.6	BACKGROUND	LEVEL 4	1.	0	1.	
1.7	2.5	0.8	BLM PROPOSED CAMPGRND/PIC	LEVEL 4	4	6	1.	SACRAMENTO PASS RECREATION AREA
2.5	2.5	0.0	BLM PROPOSED CAMPGRND/PIC	LEVEL 2	4	6	1.	SACRAMENTO PASS RECREATION AREA
2.5	2.8	0.2	BLM PROPOSED CAMPGRND/PIC	LEVEL 3	4	6	1.	SACRAMENTO PASS RECREATION AREA
2.8	4.0	1.2	BLM PROPOSED CAMPGRND/PIC	LEVEL 4	4	6	1.	SACRAMENTO PASS RECREATION AREA
Link 465.								
0.0	0.1	0.1	BACKGROUND	LEVEL 2	1.	0	1.	
0.1	0.4	0.3	BACKGROUND	LEVEL 3	1.	0	1.	
0.4	0.6	0.2	BACKGROUND	LEVEL 4	1.	0	1.	
0.6	1.3	0.7	BACKGROUND	LEVEL 3	1.	0	1.	
1.3	1.6	0.4	BACKGROUND	LEVEL 4	1.	0	1.	
1.6	1.8	0.2	BACKGROUND	LEVEL 3	1.	0	1.	
1.8	2.0	0.2	BACKGROUND	LEVEL 4	1.	0	1.	

TABLE 7 - Ground Disturbance Impacts to Parks, Recreation & Preservation Areas (Continued)

MILE POST			FEATURE	ACCESS LEVEL	INITIAL MITIGATION IMPACT		RESIDUAL IMPACT	
FROM	TO	LENGTH			MEASURES	COMMENTS		
Link 466.								
0.0	0.6	0.6	BACKGROUND	LEVEL 2	1.	0.	1.	
Link 467.								
0.0	0.5	0.5	BACKGROUND	LEVEL 2	1.	0.	1.	
0.5	1.8	1.3	BACKGROUND	LEVEL 3	1.	0.	1.	
1.8	2.5	0.7	BACKGROUND	LEVEL 2	1.	0.	1.	
2.5	4.2	1.7	BACKGROUND	LEVEL 3	1.	0.	1.	
4.2	4.7	0.5	BACKGROUND	LEVEL 4	1.	0.	1.	
4.7	5.6	0.9	BACKGROUND	LEVEL 2	1.	0.	1.	
5.6	6.5	0.9	BACKGROUND	LEVEL 3	1.	0.	1.	
6.5	11.0	4.5	BACKGROUND	LEVEL 2	1.	0.	1.	
11.0	11.2	0.1	BACKGROUND	LEVEL 3	1.	0.	1.	
11.2	11.6	0.5	BACKGROUND	LEVEL 1	1.	0.	1.	
11.6	11.8	0.2	BACKGROUND	LEVEL 2	1.	0.	1.	
11.8	13.0	1.1	BACKGROUND	LEVEL 1	1.	0.	1.	
13.0	13.6	0.7	BACKGROUND	LEVEL 2	1.	0.	1.	
Link 468.								
0.0	0.1	0.1	BACKGROUND	LEVEL 2	1.	0.	1.	
0.1	1.5	1.4	BACKGROUND	LEVEL 3	1.	0.	1.	
1.5	2.3	0.9	BACKGROUND	LEVEL 2	1.	0.	1.	
2.3	2.9	0.6	BACKGROUND	LEVEL 4	1.	0.	1.	
Link 469.								
0.0	0.0	0.0	BACKGROUND	LEVEL 4	1.	0.	1.	
0.0	1.5	1.5	BACKGROUND	LEVEL 3	1.	0.	1.	
1.5	2.1	0.6	BACKGROUND	LEVEL 2	1.	0.	1.	
2.1	2.5	0.4	BACKGROUND	LEVEL 3	1.	0.	1.	
Link 471.								
0.0	0.1	0.1	BACKGROUND	LEVEL 4	1.	0.	1.	
0.1	0.9	0.8	BACKGROUND	LEVEL 3	1.	0.	1.	
0.9	1.4	0.5	BACKGROUND	LEVEL 2	1.	0.	1.	
1.4	2.4	1.0	BACKGROUND	LEVEL 3	1.	0.	1.	
2.4	2.7	0.3	BACKGROUND	LEVEL 2	1.	0.	1.	
2.7	3.7	1.0	BACKGROUND	LEVEL 3	1.	0.	1.	
3.7	4.9	1.2	BACKGROUND	LEVEL 4	1.	0.	1.	
4.9	9.4	4.5	BACKGROUND	LEVEL 2	1.	0.	1.	
9.4	11.4	2.0	BACKGROUND	LEVEL 3	1.	0.	1.	
11.4	11.8	0.4	BACKGROUND	LEVEL 2	1.	0.	1.	
Link 472.								
0.0	0.0	0.0	BACKGROUND	LEVEL 2	1.	0.	1.	
0.0	0.3	0.3	BACKGROUND	LEVEL 3	1.	0.	1.	
0.3	0.7	0.4	BACKGROUND	LEVEL 2	1.	0.	1.	
0.7	0.7	0.1	BACKGROUND	LEVEL 3	1.	0.	1.	
0.7	1.2	0.5	BACKGROUND	LEVEL 2	1.	0.	1.	
Link 473.								
0.0	0.0	0.0	BACKGROUND	LEVEL 3	1.	0.	1.	
0.0	1.4	1.4	BACKGROUND	LEVEL 2	1.	0.	1.	



# TABLE 8 LAND USE RESOURCES

## Existing & Planned Landuse

MILE POST FROM	TO	LENGTH	FEATURE	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
<b>Link 460.</b>								
0.0	0.2	0.2	BACKGROUND	LEVEL 4	1	0	1	
0.2	0.8	0.6	BACKGROUND	LEVEL 2	1	0	1	
0.8	0.9	0.1	BACKGROUND	LEVEL 3	1	0	1	
0.9	3.1	2.2	BACKGROUND	LEVEL 2	1	0	1	
3.1	4.0	0.9	BACKGROUND	LEVEL 4	1	0	1	
4.0	4.2	0.1	BACKGROUND	LEVEL 3	1	0	1	
<b>Link 461.</b>								
0.0	0.0	0.0	230KV TRANSLINE	LEVEL 3	4	6	1	
0.0	0.5	0.4	230KV TRANS LINE	LEVEL 2	4	6	1	
0.5	1.5	1.0	230KV TRANS LINE	LEVEL 3	4	6	1	
1.5	2.4	1.0	230KV TRANS LINE	LEVEL 2	4	6	1	
2.4	4.0	1.5	230KV TRANS LINE	LEVEL 3	4	6	1	
4.0	4.5	0.5	230KV TRANS LINE	LEVEL 2	4	6	1	
4.5	4.8	0.3	230KV TRANS LINE	LEVEL 3	4	6	1	
4.8	4.9	0.2	230KV TRANS LINE	LEVEL 4	4	6	1	
4.9	7.0	2.0	230KV TRANS LINE	LEVEL 2	4	6	1	
7.0	7.4	0.4	230KV TRANS LINE	LEVEL 3	4	6	1	
7.4	7.7	0.3	230KV TRANS LINE	LEVEL 2	4	6	1	
7.7	7.9	0.2	BACKGROUND	LEVEL 3	1	0	1	
7.9	8.2	0.3	230KV TRANS LINE	LEVEL 3	4	6	1	
8.2	8.5	0.3	230KV TRANS LINE	LEVEL 4	4	6	1	
8.5	8.8	0.4	230KV TRANS LINE	LEVEL 3	4	6	1	
8.8	9.4	0.6	BACKGROUND	LEVEL 4	1	0	1	
9.4	9.8	0.4	BACKGROUND	LEVEL 3	1	0	1	
9.8	10.5	0.8	230KV TRANS LINE	LEVEL 2	4	6	1	
10.5	11.4	0.9	230KV TRANS LINE	LEVEL 3	4	6	1	
<b>Link 463.</b>								
0.0	0.2	0.2	BACKGROUND	LEVEL 3	1	0	1	
0.2	0.7	0.6	BACKGROUND	LEVEL 4	1	0	1	
0.7	1.0	0.3	BACKGROUND	LEVEL 2	1	0	1	
1.0	1.0	0.0	BACKGROUND	LEVEL 4	1	0	1	
1.0	1.1	0.1	BACKGROUND	LEVEL 2	1	0	1	
1.1	2.8	1.7	BACKGROUND	LEVEL 4	1	0	1	
2.8	4.5	1.7	BACKGROUND	LEVEL 3	1	0	1	
4.5	4.8	0.3	BACKGROUND	LEVEL 4	1	0	1	
<b>Link 464.</b>								
0.0	0.1	0.1	BACKGROUND	LEVEL 3	1	0	1	
0.1	2.5	2.4	BACKGROUND	LEVEL 4	1	0	1	
2.5	2.5	0.0	BACKGROUND	LEVEL 2	1	0	1	
2.5	2.8	0.2	BACKGROUND	LEVEL 3	1	0	1	
2.8	4.0	1.2	BACKGROUND	LEVEL 4	1	0	1	
<b>Link 465.</b>								
0.0	0.1	0.1	230KV TRANS LINE	LEVEL 2	4	6	1	
0.1	0.4	0.3	BACKGROUND	LEVEL 3	1	0	1	
0.4	0.6	0.2	BACKGROUND	LEVEL 4	1	0	1	
0.6	1.3	0.7	BACKGROUND	LEVEL 3	1	0	1	
1.3	1.6	0.4	BACKGROUND	LEVEL 4	1	0	1	
1.6	1.8	0.2	BACKGROUND	LEVEL 3	1	0	1	
1.8	2.0	0.2	BACKGROUND	LEVEL 4	1	0	1	
<b>Link 466.</b>								
0.0	0.6	0.6	230KV TRANS LINE	LEVEL 2	4	6	1	

TABLE 8 - Existing &amp; Planned Landuse (Continued)

MILE POST FROM	TO	LENGTH	FEATURE	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
<b>Link 467.</b>								
0.0	0.5	0.5	230KV TRANS LINE	LEVEL 2	4	6	1	
0.5	1.8	1.3	230KV TRANS LINE	LEVEL 3	4	6	1	
1.8	2.5	0.7	230KV TRANS LINE	LEVEL 2	4	6	1	
2.5	3.1	0.6	230KV TRANS LINE	LEVEL 3	4	6	1	
3.1	3.1	0.1	BACKGROUND	LEVEL 3	1	0	1	
3.1	4.2	1.1	230KV TRANS LINE	LEVEL 3	4	6	1	
4.2	4.2	0.0	230KV TRANS LINE	LEVEL 4	4	6	1	
4.2	4.7	0.5	BACKGROUND	LEVEL 4	1	0	1	
4.7	5.6	0.9	BACKGROUND	LEVEL 2	1	0	1	
5.6	6.5	0.9	BACKGROUND	LEVEL 3	1	0	1	
6.5	9.6	3.1	BACKGROUND	LEVEL 2	1	0	1	
9.6	9.8	0.2	230KV TRANS LINE	LEVEL 2	4	6	1	
9.8	10.1	0.3	BACKGROUND	LEVEL 2	1	0	1	
10.1	11.0	1.0	230KV TRANS LINE	LEVEL 2	4	6	1	
11.0	11.2	0.1	BACKGROUND	LEVEL 3	1	0	1	
11.2	11.3	0.1	BACKGROUND	LEVEL 1	1	0	1	
11.3	11.6	0.3	230KV TRANS LINE	LEVEL 1	4	6	1	
11.6	11.8	0.2	230KV TRANS LINE	LEVEL 2	4	6	1	
11.8	12.2	0.4	230KV TRANS LINE	LEVEL 1	4	6	1	
12.2	12.5	0.3	BACKGROUND	LEVEL 1	1	0	1	
12.5	13.0	0.5	230KV TRANS LINE	LEVEL 1	4	6	1	
13.0	13.6	0.7	230KV TRANS LINE	LEVEL 2	4	6	1	
<b>Link 468.</b>								
0.0	0.1	0.1	230KV TRANS LINE	LEVEL 2	4	6	1	
0.1	0.2	0.1	BACKGROUND	LEVEL 3	1	0	1	
0.2	0.3	0.1	230KV TRANS LINE	LEVEL 3	4	6	1	
0.3	1.5	1.2	BACKGROUND	LEVEL 3	1	0	1	
1.5	2.3	0.9	BACKGROUND	LEVEL 2	1	0	1	
2.3	2.9	0.6	BACKGROUND	LEVEL 4	1	0	1	
<b>Link 469.</b>								
0.0	0.0	0.0	BACKGROUND	LEVEL 4	1	0	1	
0.0	1.5	1.5	BACKGROUND	LEVEL 3	1	0	1	
1.5	2.1	0.6	BACKGROUND	LEVEL 2	1	0	1	
2.1	2.5	0.4	BACKGROUND	LEVEL 3	1	0	1	
<b>Link 471.</b>								
0.0	0.1	0.1	BACKGROUND	LEVEL 4	1	0	1	
0.1	0.9	0.8	BACKGROUND	LEVEL 3	1	0	1	
0.9	1.4	0.5	BACKGROUND	LEVEL 2	1	0	1	
1.4	2.4	1.0	BACKGROUND	LEVEL 3	1	0	1	
2.4	2.7	0.3	BACKGROUND	LEVEL 2	1	0	1	
2.7	3.7	1.0	BACKGROUND	LEVEL 3	1	0	1	
3.7	4.9	1.2	BACKGROUND	LEVEL 4	1	0	1	
4.9	9.4	4.5	BACKGROUND	LEVEL 2	1	0	1	
9.4	11.4	2.0	BACKGROUND	LEVEL 3	1	0	1	
11.4	11.8	0.4	BACKGROUND	LEVEL 2	1	0	1	
<b>Link 472.</b>								
0.0	0.0	0.0	230KV TRANS LINE	LEVEL 2	4	6	1	
0.0	0.3	0.3	230KV TRANS LINE	LEVEL 3	4	6	1	
0.3	0.7	0.4	230KV TRANS LINE	LEVEL 2	4	6	1	
0.7	0.7	0.1	230KV TRANS LINE	LEVEL 3	4	6	1	
0.7	1.2	0.5	230KV TRANS LINE	LEVEL 2	4	6	1	
<b>Link 473.</b>								
0.0	0.0	0.0	BACKGROUND	LEVEL 3	1	0	1	
0.0	1.3	1.3	BACKGROUND	LEVEL 2	1	0	1	
1.3	1.4	0.1	230KV TRANS LINE	LEVEL 2	4	6	1	

# TABLE 9

## LAND USE RESOURCES

### Landuse Jurisdiction

MILE FROM FROM TO	LENGTH	STATE & COUNTY	OWNER/ADMIN.	DISTRICT OFFICE	RESOURCE AREA
<b>Link 460.</b>					
0.0 0.4	0.4	NEVADA - WHITE PINE	BLM	Ely District	Schell
0.4 0.5	0.1	NEVADA - WHITE PINE	PRIVATE	Ely District	Schell
0.5 0.6	0.1	NEVADA - WHITE PINE	BLM	Ely District	Schell
0.6 1.7	1.1	NEVADA - WHITE PINE	PRIVATE	Ely District	Schell
1.7 4.2	2.5	NEVADA - WHITE PINE	BLM	Ely District	Schell
<b>Link 461.</b>					
0.0 4.7	4.7	UTAH - MILLARD	BLM	Richfield District	Warm Springs
4.7 5.1	0.4	UTAH - MILLARD	STATE	Richfield District	Warm Springs
5.1 11.4	6.3	UTAH - MILLARD	BLM	Richfield District	Warm Springs
<b>Link 463.</b>					
0.0 4.8	4.8	NEVADA - WHITE PINE	BLM	Ely District	Schell
<b>Link 464.</b>					
0.0 4.0	4.0	NEVADA - WHITE PINE	BLM	Ely District	Schell
<b>Link 465.</b>					
0.0 2.0	2.0	NEVADA - WHITE PINE	BLM	Ely District	Schell
<b>Link 466.</b>					
0.0 0.6	0.6	NEVADA - WHITE PINE	BLM	Ely District	Schell
<b>Link 467.</b>					
0.0 0.7	0.7	NEVADA - WHITE PINE	BLM	Ely District	Schell
0.7 1.3	0.6	NEVADA - WHITE PINE	PRIVATE	Ely District	Schell
1.3 4.9	13.6	NEVADA - WHITE PINE	BLM	Ely District	Schell
4.9 5.3	13.6	NEVADA - WHITE PINE	PRIVATE	Ely District	Schell
5.3 11.3	13.6	NEVADA - WHITE PINE	BLM	Ely District	Schell
11.3 11.9	13.6	UTAH - MILLARD	PRIVATE	Warm Springs District	Warm Springs RA
11.9 12.0	13.6	UTAH - MILLARD	BLM	Warm Springs District	Warm Springs RA
12.0 13.2	13.6	UTAH - MILLARD	PRIVATE	Warm Springs District	Warm Springs RA
13.2 13.6	13.6	UTAH - MILLARD	BLM	Warm Springs District	Warm Springs RA
<b>Link 468.</b>					
0.0 2.9	2.9	NEVADA - WHITE PINE	BLM	Ely District	Schell
<b>Link 469.</b>					
0.0 2.5	2.5	NEVADA - WHITE PINE	BLM	Ely District	Schell
<b>Link 471.</b>					
0.0 8.7	8.7	NEVADA - WHITE PINE	BLM	Ely District	Schell
8.7 10.6	1.9	UTAH - MILLARD	BLM	Warm Springs	Warm Springs RA
10.6 11.5	0.9	UTAH - MILLARD	STATE	Warm Springs	Warm Springs RA
11.5 11.8	0.3	UTAH - MILLARD	BLM	Warm Springs	Warm Springs RA
<b>Link 472.</b>					
0.0 1.2	1.2	UTAH - MILLARD	BLM	Richfield District	Warm Springs
<b>Link 473.</b>					
0.0 1.4	1.4	UTAH - MILLARD	BLM	Richfield District	Warm Springs



# TABLE 10

## LAND USE RESOURCES

### Impacts to Military Operating Areas

MILE POST FROM TO	LENGTH	AREA	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460. 0.0 4.2	4.2	BACKGROUND	1.	0.	1.	
Link 461. 0.0 11.4	11.4	MOA - SEVIER A	2.	0.	2.	
Link 463. 0.0 4.8	4.8	BACKGROUND	1.	0.	1.	
Link 464. 0.0 4.0	4.0	BACKGROUND	1.	0.	1.	
Link 465. 0.0 2.0	2.0	BACKGROUND	1.	0.	1.	
Link 466. 0.0 0.6	0.6	BACKGROUND	1.	0.	1.	
Link 467. 0.0 13.6	13.6	BACKGROUND	1.	0.	1.	
Link 468. 0.0 2.9	2.9	BACKGROUND	1.	0.	1.	
Link 469. 0.0 2.5	2.5	BACKGROUND	1.	0.	1.	
Link 471. 0.0 11.8	11.8	BACKGROUND	1.	0.	1.	
Link 472. 0.0 0.3 0.3 1.2	0.3 0.9	BACKGROUND MOA - SEVIER A	1. 2.	0. 0.	1. 2.	
Link 473. 0.0 0.0 0.0 1.4	0.0 1.4	BACKGROUND MOA - SEVIER A	1. 2.	0. 0.	1. 2.	

# TABLE 11

## VISUAL RESOURCES

### Visual Impacts to Residences

MILE POST FROM TO		LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ DISTANCE ZONE	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.							
0.0	0.2	0.2	SELDOM SEEN	MOD / 3-5	1.	0.	1.
0.2	0.3	0.1	SELDOM SEEN	WEAK / 2	1.	0.	1.
0.3	0.5	0.2	SELDOM SEEN	MOD / 2	1.	0.	1.
0.5	0.5	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.
0.5	0.8	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.
0.8	0.9	0.1	SELDOM SEEN	WEAK / 2	1.	0.	1.
0.9	1.1	0.2	SELDOM SEEN	MOD / 2	1.	0.	1.
1.1	1.1	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.
1.1	1.4	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.
1.4	1.4	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.
1.4	1.7	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.
1.7	1.7	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.
1.7	2.0	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.
2.0	2.0	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.
2.0	2.3	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.
2.3	2.5	0.2	BEYOND 3 MILES	MOD / 2	2.	0.	2.
2.5	2.6	0.0	BEYOND 3 MILES	WEAK / 2	2.	0.	2.
2.6	3.0	0.4	BEYOND 3 MILES	MOD / 2	2.	0.	2.
3.0	3.0	0.0	BEYOND 3 MILES	WEAK / 2	2.	0.	2.
3.0	3.1	0.1	BEYOND 3 MILES	MOD / 2	2.	0.	2.
3.1	3.2	0.1	1 - 3 MILES	MOD / 3-5	3.	33	2.
3.2	3.6	0.4	1 - 3 MILES	MOD / 2	3.	31	2.
3.6	3.8	0.2	BEYOND 3 MILES	MOD / 2	2.	0.	2.
3.8	3.9	0.1	1 - 3 MILES	MOD / 2	3.	31	2.
3.9	4.0	0.1	1 - 3 MILES	MOD / 3-5	3.	33	2.
4.0	4.2	0.2	BEYOND 3 MILES	MOD / 3-5	2.	0.	2.
Link 461.							
0.0	0.0	0.0	25 MI - 1 MILE	MOD / 3-5	4.	33	3.
0.0	0.5	0.4	25 MI - 1 MILE	MOD / 2	4.	31	3.
0.5	1.5	1.0	25 MI - 1 MILE	MOD / 3-5	4.	33	3.
1.5	1.7	0.2	25 MI - 1 MILE	MOD / 2	4.	31	3.
1.7	1.7	0.0	25 MI - 1 MILE	WEAK / 2	3.	31	2.
1.7	2.0	0.4	25 MI - 1 MILE	MOD / 2	4.	31	3.
2.0	2.1	0.0	25 MI - 1 MILE	WEAK / 2	3.	31	2.
2.1	2.3	0.3	25 MI - 1 MILE	MOD / 2	4.	31	3.
2.3	2.4	0.1	1 - 3 MILES	MOD / 2	3.	31	2.
2.4	4.0	1.5	1 - 3 MILES	MOD / 3-5	3.	33	2.
4.0	4.2	0.3	1 - 3 MILES	MOD / 2	3.	31	2.
4.2	4.5	0.3	1 - 3 MILES	WEAK / 2	2.	0.	2.
4.5	4.9	0.4	1 - 3 MILES	MOD / 3-5	3.	33	2.
4.9	5.1	0.2	BEYOND 3 MILES	MOD / 2	2.	0.	2.
5.1	5.2	0.2	BEYOND 3 MILES	WEAK / 2	2.	0.	2.
5.2	5.6	0.3	BEYOND 3 MILES	MOD / 2	2.	0.	2.
5.6	6.3	0.7	BEYOND 3 MILES	WEAK / 2	2.	0.	2.
6.3	6.5	0.2	SELDOM SEEN	WEAK / 2	1.	0.	1.
6.5	6.6	0.2	SELDOM SEEN	MOD / 2	1.	0.	1.
6.6	7.0	0.3	SELDOM SEEN	WEAK / 2	1.	0.	1.
7.0	7.1	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.
7.1	7.4	0.3	SELDOM SEEN	WEAK / 2	1.	0.	1.
7.4	7.7	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.
7.7	9.8	2.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.
9.8	10.1	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.
10.1	10.3	0.2	SELDOM SEEN	WEAK / 2	1.	0.	1.
10.3	10.5	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.
10.5	11.4	0.9	SELDOM SEEN	MOD / 3-5	1.	0.	1.
Link 463.							
0.0	0.3	0.3	BEYOND 3 MILES	MOD / 3-5	2.	0.	2.
0.3	0.7	0.4	BEYOND 3 MILES	WEAK / 3-5	2.	0.	2.
0.7	1.1	0.4	BEYOND 3 MILES	MOD / 2	2.	0.	2.
1.1	2.2	1.1	BEYOND 3 MILES	STRONG/ 3-5	2.	0.	2.
2.2	2.6	0.4	1 - 3 MILES	STRONG/ 3-5	3.	33	2.

TABLE 11 - Visual Impacts to Residences (Continued)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ DISTANCE ZONE	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
2.6	2.7	0.1	BEYOND 3 MILES	STRONG/ 3-5	2.	0.	2.
2.7	2.9	0.3	1 - 3 MILES	STRONG/ 3-5	3.	33.	2.
2.9	4.4	1.5	1 - 3 MILES	MOD / 3-5	3.	33.	2.
4.4	4.8	0.4	BEYOND 3 MILES	STRONG/ 3-5	2.	0.	2.
<b>Link 464.</b>							
0.0	2.5	2.5	BEYOND 3 MILES	MOD / 3-5	2.	0.	2.
2.5	2.5	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
2.5	2.8	0.3	1 - 3 MILES	MOD / 3-5	3.	33.	2.
2.8	4.0	1.1	1 - 3 MILES	MOD / 2	3.	31.	2.
<b>Link 465.</b>							
0.0	0.1	0.1	1 - 3 MILES	MOD / 2	3.	31.	2.
0.1	0.2	0.1	1 - 3 MILES	MOD / 3-5	3.	33.	2.
0.2	0.4	0.2	SELDOM SEEN	MOD / 3-5	1.	0.	1.
0.4	0.5	0.1	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.
0.5	1.2	0.7	1 - 3 MILES	STRONG/ 3-5	3.	33.	2.
1.2	1.2	0.0	1 - 3 MILES	MOD / 3-5	3.	33.	2.
1.2	2.0	0.8	1 - 3 MILES	STRONG/ 3-5	3.	33.	2.
<b>Link 466.</b>							
0.0	0.6	0.6	1 - 3 MILES	MOD / 2	3.	31.	2.
<b>Link 467.</b>							
0.0	0.5	0.5	25 MI - 1 MILE	MOD / 2	4.	31.	3.
0.5	1.8	1.3	25 MI - 1 MILE	MOD / 3-5	4.	33.	3.
1.8	1.9	0.0	1 - 3 MILES	MOD / 2	3.	31.	2.
1.9	2.5	0.6	1 - 3 MILES	WEAK / 2	2.	0.	2.
2.5	4.7	2.2	1 - 3 MILES	MOD / 3-5	3.	33.	2.
4.7	4.8	0.0	0 - 25 MI	WEAK / 2	4.	32.	4.
4.8	5.1	0.3	0 - 25 MI	MOD / 2	4.	32.	4.
5.1	5.6	0.6	25 MI - 1 MILE	MOD / 2	4.	31.	3.
5.6	6.5	0.9	25 MI - 1 MILE	MOD / 3-5	4.	33.	3.
6.5	6.8	0.3	1 - 3 MILES	MOD / 2	3.	31.	2.
6.8	6.8	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
6.8	9.7	2.9	1 - 3 MILES	MOD / 2	3.	31.	2.
9.7	9.7	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
9.7	10.1	0.4	1 - 3 MILES	MOD / 2	3.	31.	2.
10.1	10.1	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
10.1	10.5	0.4	25 MI - 1 MILE	MOD / 2	4.	31.	3.
10.5	10.5	0.0	25 MI - 1 MILE	WEAK / 2	3.	31.	2.
10.5	10.9	0.4	25 MI - 1 MILE	MOD / 2	4.	31.	3.
10.9	11.0	0.2	25 MI - 1 MILE	WEAK / 2	3.	31.	2.
11.0	11.2	0.1	0 - 25 MI	MOD / 3-5	4.	34.	4.
11.2	11.3	0.1	25 MI - 1 MILE	MOD / 1	4.	9.	3.
11.3	11.4	0.0	25 MI - 1 MILE	WEAK / 1	3.	9.	2.
11.4	11.6	0.2	25 MI - 1 MILE	MOD / 1	4.	9.	3.
11.6	11.6	0.1	0 - 25 MI	MOD / 1	4.	35.	4.
11.6	11.8	0.2	0 - 25 MI	MOD / 2	4.	32.	4.
11.8	12.2	0.4	25 MI - 1 MILE	MOD / 1	4.	9.	3.
12.2	12.2	0.0	25 MI - 1 MILE	WEAK / 1	3.	9.	2.
12.2	12.7	0.4	25 MI - 1 MILE	MOD / 1	4.	9.	3.
12.7	13.0	0.3	1 - 3 MILES	MOD / 1	3.	9.	2.
13.0	13.6	0.7	1 - 3 MILES	MOD / 2	3.	31.	2.
<b>Link 468.</b>							
0.0	0.1	0.1	25 MI - 1 MILE	MOD / 2	4.	31.	3.
0.1	0.8	0.8	25 MI - 1 MILE	MOD / 3-5	4.	33.	3.
0.8	1.1	0.2	1 - 3 MILES	MOD / 3-5	3.	33.	2.
1.1	1.2	0.2	1 - 3 MILES	STRONG/ 3-5	3.	33.	2.
1.2	1.3	0.0	1 - 3 MILES	MOD / 3-5	3.	33.	2.
1.3	1.5	0.2	1 - 3 MILES	STRONG/ 3-5	3.	33.	2.
1.5	1.5	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
1.5	1.6	0.2	1 - 3 MILES	MOD / 2	3.	31.	2.
1.6	1.7	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
1.7	1.8	0.1	1 - 3 MILES	MOD / 2	3.	31.	2.
1.8	1.8	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
1.8	2.0	0.2	1 - 3 MILES	MOD / 2	3.	31.	2.
2.0	2.0	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.
2.0	2.4	0.4	1 - 3 MILES	STRONG/ 3-5	3.	33.	2.
2.4	2.9	0.6	BEYOND 3 MILES	STRONG/ 3-5	2.	0.	2.



TABLE 11 - Visual Impacts to Residences (Continued)

MILE POST FROM TO		LENGTH	VISIBILITY DISTANCE ZONE		CONTRAST/ DISTANCE ZONE		INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 469.									
0.0	0.6	0.6	1 - 3 MILES		STRONG/ 3-5	3	33	2	
0.6	1.5	0.9	1 - 3 MILES		MOD / 3-5	3	33	2	
1.5	1.7	0.2	SELDOM SEEN		MOD / 2	1	0	1	
1.7	2.5	0.7	BEYOND 3 MILES		MOD / 2	2	0	2	
Link 471.									
0.0	0.9	0.9	BEYOND 3 MILES		STRONG/ 3-5	2	0	2	
0.9	1.7	0.7	SELDOM SEEN		MOD / 2	1	0	1	
1.7	2.4	0.7	1 - 3 MILES		MOD / 3-5	3	33	2	
2.4	3.3	0.9	1 - 3 MILES		MOD / 2	3	31	2	
3.3	4.9	1.6	1 - 3 MILES		STRONG/ 3-5	3	33	2	
4.9	5.6	0.7	1 - 3 MILES		MOD / 2	3	31	2	
5.6	8.3	2.7	BEYOND 3 MILES		MOD / 2	2	0	2	
8.3	9.4	1.1	1 - 3 MILES		MOD / 2	3	31	2	
9.4	9.5	0.1	1 - 3 MILES		STRONG/ 3-5	3	33	2	
9.5	11.4	1.9	1 - 3 MILES		MOD / 3-5	3	33	2	
11.4	11.7	0.3	1 - 3 MILES		MOD / 2	3	31	2	
11.7	11.8	0.1	1 - 3 MILES		WEAK / 2	2	0	2	
Link 472.									
0.0	0.0	0.0	1 - 3 MILES		MOD / 2	3	31	2	
0.0	0.3	0.3	1 - 3 MILES		MOD / 3-5	3	33	2	
0.3	0.3	0.0	25 MI - 1 MILE		WEAK / 2	3	31	2	
0.3	0.7	0.4	25 MI - 1 MILE		MOD / 2	4	31	3	
0.7	0.7	0.1	25 MI - 1 MILE		MOD / 3-5	4	33	3	
0.7	0.8	0.0	25 MI - 1 MILE		WEAK / 2	3	31	2	
0.8	1.2	0.4	25 MI - 1 MILE		MOD / 2	4	31	3	
Link 473.									
0.0	0.0	0.0	1 - 3 MILES		STRONG/ 3-5	3	33	2	
0.0	0.1	0.1	25 MI - 1 MILE		MOD / 2	4	31	3	
0.1	0.8	0.7	25 MI - 1 MILE		MOD / 3-5	4	33	3	
0.8	1.0	0.2	0 - 25 MI		MOD / 3-5	4	34	4	
1.0	1.1	0.1	0 - 25 MI		MOD / 2	4	32	4	
1.1	1.1	0.0	25 MI - 1 MILE		WEAK / 2	3	31	2	
1.1	1.2	0.1	25 MI - 1 MILE		MOD / 2	4	31	3	
1.2	1.3	0.0	25 MI - 1 MILE		WEAK / 2	3	31	2	
1.3	1.3	0.1	25 MI - 1 MILE		MOD / 2	4	31	3	
1.3	1.4	0.1	25 MI - 1 MILE		MOD / 3-5	4	33	3	

# TABLE 12

## VISUAL RESOURCES

### Visual Impacts to Recreation Viewsheds (High Sensitivity)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
<b>Link 460.</b>								
0.0	0.2	0.2	BEYOND 3 MILES	MOD / 3-5	2	0	2	Osceola Geologic Area
0.2	0.3	0.1	BEYOND 3 MILES	WEAK / 2	2	0	2	Osceola Geologic Area
0.3	0.5	0.2	1 - 3 MILES	MOD / 2	3	31	2	Osceola Geologic Area
0.5	0.5	0.0	1 - 3 MILES	WEAK / 2	2	0	2	Osceola Geologic Area
0.5	0.8	0.3	1 - 3 MILES	MOD / 2	3	31	2	Osceola Geologic Area
0.8	0.9	0.1	SELDOM SEEN	WEAK / 2	1	0	1	
0.9	1.1	0.2	SELDOM SEEN	MOD / 2	1	0	1	
1.1	1.1	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
1.1	1.4	0.3	SELDOM SEEN	MOD / 2	1	0	1	
1.4	1.4	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
1.4	1.7	0.3	SELDOM SEEN	MOD / 2	1	0	1	
1.7	1.7	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
1.7	2.0	0.3	SELDOM SEEN	MOD / 2	1	0	1	
2.0	2.0	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
2.0	2.3	0.3	SELDOM SEEN	MOD / 2	1	0	1	
2.3	2.5	0.3	BEYOND 3 MILES	MOD / 2	2	0	2	Proposed GBNP Interpretive Site
2.5	2.6	0.0	BEYOND 3 MILES	WEAK / 2	2	0	2	Proposed GBNP Interpretive Site
2.6	2.6	0.1	BEYOND 3 MILES	MOD / 2	2	0	2	Proposed GBNP Interpretive Site
2.6	3.0	0.3	1 - 3 MILES	MOD / 2	3	31	2	Great Basin National Park
3.0	3.0	0.0	1 - 3 MILES	WEAK / 2	2	0	2	Great Basin National Park
3.0	3.1	0.1	1 - 3 MILES	MOD / 2	3	31	2	Great Basin National Park
3.1	3.2	0.1	1 - 3 MILES	MOD / 3-5	3	33	2	Great Basin National Park
3.2	3.9	0.7	1 - 3 MILES	MOD / 2	3	31	2	Great Basin National Park
3.9	4.2	0.3	1 - 3 MILES	MOD / 3-5	3	33	2	Great Basin National Park
<b>Link 461.</b>								
0.0	0.0	0.0	SELDOM SEEN	MOD / 3-5	1	0	1	
0.0	0.5	0.4	SELDOM SEEN	MOD / 2	1	0	1	
0.5	1.5	1.0	SELDOM SEEN	MOD / 3-5	1	0	1	
1.5	1.7	0.2	SELDOM SEEN	MOD / 2	1	0	1	
1.7	1.7	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
1.7	2.0	0.4	SELDOM SEEN	MOD / 2	1	0	1	
2.0	2.1	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
2.1	2.4	0.4	SELDOM SEEN	MOD / 2	1	0	1	
2.4	4.0	1.5	SELDOM SEEN	MOD / 3-5	1	0	1	
4.0	4.2	0.3	SELDOM SEEN	MOD / 2	1	0	1	
4.2	4.5	0.3	SELDOM SEEN	WEAK / 2	1	0	1	
4.5	4.9	0.4	SELDOM SEEN	MOD / 3-5	1	0	1	
4.9	5.1	0.2	SELDOM SEEN	MOD / 2	1	0	1	
5.1	5.2	0.2	SELDOM SEEN	WEAK / 2	1	0	1	
5.2	5.6	0.3	SELDOM SEEN	MOD / 2	1	0	1	
5.6	6.5	0.9	SELDOM SEEN	WEAK / 2	1	0	1	
6.5	6.6	0.2	SELDOM SEEN	MOD / 2	1	0	1	
6.6	7.0	0.3	SELDOM SEEN	WEAK / 2	1	0	1	
7.0	7.1	0.1	SELDOM SEEN	MOD / 3-5	1	0	1	
7.1	7.4	0.3	SELDOM SEEN	WEAK / 2	1	0	1	
7.4	7.7	0.3	SELDOM SEEN	MOD / 2	1	0	1	
7.7	9.8	2.1	SELDOM SEEN	MOD / 3-5	1	0	1	
9.8	10.1	0.3	SELDOM SEEN	MOD / 2	1	0	1	
10.1	10.3	0.2	SELDOM SEEN	WEAK / 2	1	0	1	
10.3	10.5	0.3	SELDOM SEEN	MOD / 2	1	0	1	
10.5	11.4	0.9	SELDOM SEEN	MOD / 3-5	1	0	1	
<b>Link 463.</b>								
0.0	0.3	0.3	1 - 3 MILES	MOD / 3-5	3	33	2	Sacramento Pass Recreation Area
0.3	0.7	0.4	1 - 3 MILES	WEAK / 3-5	2	0	2	Sacramento Pass Recreation Area
0.7	1.1	0.4	25 MI - 1 MILE	MOD / 2	4	31	3	Sacramento Pass Recreation Area
1.1	2.5	1.4	25 MI - 1 MILE	STRONG/ 3-5	4	34	3	Sacramento Pass Recreation Area
2.5	2.7	0.2	0 - 25 MI	STRONG/ 3-5	4	34	4	Sacramento Pass Recreation Area
2.7	2.9	0.3	25 MI - 1 MILE	STRONG/ 3-5	4	34	3	Sacramento Pass Recreation Area
2.9	4.1	1.1	25 MI - 1 MILE	MOD / 3-5	4	33	3	Sacramento Pass Recreation Area
4.1	4.4	0.3	1 - 3 MILES	MOD / 3-5	3	33	2	Sacramento Pass Recreation Area
4.4	4.8	0.4	1 - 3 MILES	STRONG/ 3-5	3	33	2	Sacramento Pass Recreation Area



TABLE 12 - Visual Impacts to Recreation Viewsheds (High Sensitivity) (Continued)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
<b>Link 464</b>								
0.0	2.5	2.5	1 - 3 MILES	MOD / 3-5	3.	33	2.	Sacramento Pass Recreation Area
2.5	2.5	0.0	.25 MI - 1 MILE	WEAK / 2	3.	31.	2.	Sacramento Pass Recreation Area
2.5	2.8	0.3	.25 MI - 1 MILE	MOD / 3-5	4.	33	3.	Sacramento Pass Recreation Area
2.8	3.1	0.3	0 - .25 MI	MOD / 2	4.	32	4.	Sacramento Pass Recreation Area
3.1	4.0	0.8	.25 MI - 1 MILE	MOD / 2	4.	31	3.	Sacramento Pass Recreation Area
4.0	4.0	0.0	1 - 3 MILES	MOD / 2	3.	31	2.	Sacramento Pass Recreation Area
<b>Link 465</b>								
0.0	0.1	0.1	1 - 3 MILES	MOD / 2	3.	31	2.	Sacramento Pass Rec. Area & GBNP
0.1	0.4	0.3	1 - 3 MILES	MOD / 3-5	3.	33	2.	Sacramento Pass Rec. Area & GBNP
0.4	1.2	0.7	1 - 3 MILES	STRONG/ 3-5	3.	33	2.	Sacramento Pass Rec. Area & GBNP
1.2	1.2	0.0	1 - 3 MILES	MOD / 3-5	3.	33	2.	Sacramento Pass Rec. Area & GBNP
1.2	2.0	0.8	1 - 3 MILES	STRONG/ 3-5	3.	33	2.	Sacramento Pass Rec. Area & GBNP
<b>Link 466</b>								
0.0	0.6	0.6	1 - 3 MILES	MOD / 2	3.	31	2.	Sacramento Pass Rec. Area & GBNP
<b>Link 467</b>								
0.0	0.5	0.5	1 - 3 MILES	MOD / 2	3.	31	2.	Residence
0.5	1.8	1.3	1 - 3 MILES	MOD / 3-5	3.	33	2.	Residence
1.8	1.9	0.0	BEYOND 3 MILES	MOD / 2	2.	0.	2.	Residence
1.9	2.5	0.6	BEYOND 3 MILES	WEAK / 2	2.	0.	2.	Residence
2.5	3.1	0.6	SELDOM SEEN	MOD / 3-5	1.	0.	1.	Residence
3.1	3.3	0.1	BEYOND 3 MILES	MOD / 3-5	2.	0.	2.	Residence
3.3	4.7	1.5	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
4.7	4.8	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
4.8	5.6	0.9	SELDOM SEEN	MOD / 2	1.	0.	1.	
5.6	6.5	0.9	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
6.5	6.8	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
6.8	6.8	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
6.8	9.7	2.9	SELDOM SEEN	MOD / 2	1.	0.	1.	
9.7	9.7	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
9.7	10.1	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
10.1	10.1	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
10.1	10.5	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
10.5	10.5	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
10.5	10.9	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
10.9	11.0	0.2	SELDOM SEEN	WEAK / 2	1.	0.	1.	
11.0	11.2	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
11.2	11.3	0.1	SELDOM SEEN	MOD / 1	1.	0.	1.	
11.3	11.4	0.0	SELDOM SEEN	WEAK / 1	1.	0.	1.	
11.4	11.6	0.3	SELDOM SEEN	MOD / 1	1.	0.	1.	
11.6	11.8	0.2	SELDOM SEEN	MOD / 2	1.	0.	1.	
11.8	12.2	0.4	SELDOM SEEN	MOD / 1	1.	0.	1.	
12.2	12.2	0.0	SELDOM SEEN	WEAK / 1	1.	0.	1.	
12.2	13.0	0.7	SELDOM SEEN	MOD / 1	1.	0.	1.	
13.0	13.6	0.7	SELDOM SEEN	MOD / 2	1.	0.	1.	
<b>Link 468</b>								
0.0	0.1	0.1	1 - 3 MILES	MOD / 2	3.	31	2.	Sacramento Pass Recreation Area
0.1	1.1	1.0	1 - 3 MILES	MOD / 3-5	3.	33	2.	Sacramento Pass Recreation Area
1.1	1.2	0.2	1 - 3 MILES	STRONG/ 3-5	3.	33	2.	Sacramento Pass Recreation Area
1.2	1.3	0.0	1 - 3 MILES	MOD / 3-5	3.	33	2.	Sacramento Pass Recreation Area
1.3	1.5	0.2	1 - 3 MILES	STRONG/ 3-5	3.	33	2.	Sacramento Pass Recreation Area
1.5	1.5	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.	Sacramento Pass Recreation Area
1.5	1.6	0.2	1 - 3 MILES	MOD / 2	3.	31	2.	Sacramento Pass Recreation Area
1.6	1.7	0.0	BEYOND 3 MILES	WEAK / 2	2.	0.	2.	Sacramento Pass Recreation Area
1.7	1.8	0.1	BEYOND 3 MILES	MOD / 2	2.	0.	2.	Sacramento Pass Recreation Area
1.8	1.8	0.0	BEYOND 3 MILES	WEAK / 2	2.	0.	2.	Sacramento Pass Recreation Area
1.8	2.0	0.2	BEYOND 3 MILES	MOD / 2	2.	0.	2.	Sacramento Pass Recreation Area
2.0	2.0	0.0	BEYOND 3 MILES	WEAK / 2	2.	0.	2.	Sacramento Pass Recreation Area
2.0	2.2	0.2	BEYOND 3 MILES	STRONG/ 3-5	2.	0.	2.	Sacramento Pass Recreation Area
2.2	2.9	0.7	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	Sacramento Pass Recreation Area
2.9	2.9	0.0	BEYOND 3 MILES	STRONG/ 3-5	2.	0.	2.	Sacramento Pass Recreation Area
<b>Link 469</b>								
0.0	0.6	0.6	1 - 3 MILES	STRONG/ 3-5	3.	33	2.	Residence
0.6	1.5	0.9	1 - 3 MILES	MOD / 3-5	3.	33	2.	Residence
1.5	2.5	0.9	SELDOM SEEN	MOD / 2	1.	0.	1.	
<b>Link 471</b>								
0.0	0.9	0.9	BEYOND 3 MILES	STRONG/ 3-5	2.	0.	2.	Sacramento Pass Recreation Area
0.9	1.7	0.7	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.7	2.4	0.7	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
2.4	3.3	0.9	SELDOM SEEN	MOD / 2	1.	0.	1.	
3.3	4.9	1.6	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	



TABLE 12 - Visual Impacts to Recreation Viewsheds (High Sensitivity) (Continued)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
4.9	9.4	4.5	SELDOM SEEN	MOD / 2	1.	0.	1.	
9.4	9.5	0.1	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	
9.5	11.4	1.9	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
11.4	11.7	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
11.7	11.8	0.1	SELDOM SEEN	WEAK / 2	1.	0.	1.	
Link 472								
0.0	0.0	0.0	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.0	0.3	0.3	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
0.3	0.3	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
0.3	0.7	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.7	0.7	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
0.7	0.8	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
0.8	1.2	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
Link 473								
0.0	0.0	0.0	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	
0.0	0.1	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.1	1.0	0.9	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
1.0	1.1	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.1	1.1	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
1.1	1.2	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.2	1.3	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
1.3	1.3	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.3	1.4	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	

# TABLE 13

## VISUAL RESOURCES

### Visual Impacts to Recreation Viewsheds (Moderate Sensitivity)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
Link 460.								
0.0	0.2	0.2	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
0.2	0.3	0.1	SELDOM SEEN	WEAK / 2	1.	0.	1.	
0.3	0.4	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.4	0.5	0.1	25 MI - 1 MILE	MOD / 2	3.	31.	2.	
0.5	0.5	0.0	0 - 25 MI	WEAK / 2	3.	31.	2.	
0.5	0.8	0.3	0 - 25 MI	MOD / 2	4.	31.	3.	
0.8	0.9	0.1	0 - 25 MI	WEAK / 2	3.	31.	2.	
0.9	1.0	0.1	0 - 25 MI	MOD / 2	4.	31.	3.	
1.0	1.1	0.1	25 MI - 1 MILE	MOD / 2	3.	31.	2.	
1.1	1.1	0.0	25 MI - 1 MILE	WEAK / 2	2.	0.	2.	
1.1	1.4	0.3	25 MI - 1 MILE	MOD / 2	3.	31.	2.	
1.4	1.4	0.0	25 MI - 1 MILE	WEAK / 2	2.	0.	2.	
1.4	1.7	0.3	25 MI - 1 MILE	MOD / 2	3.	31.	2.	
1.7	1.7	0.0	25 MI - 1 MILE	WEAK / 2	2.	0.	2.	
1.7	2.0	0.3	1 - 3 MILES	MOD / 2	2.	0.	2.	
2.0	2.0	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.	
2.0	2.5	0.6	1 - 3 MILES	MOD / 2	2.	0.	2.	
2.5	2.6	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.	
2.6	3.0	0.4	1 - 3 MILES	MOD / 2	2.	0.	2.	
3.0	3.0	0.0	1 - 3 MILES	WEAK / 2	2.	0.	2.	
3.0	3.1	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
3.1	3.2	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
3.2	3.9	0.7	SELDOM SEEN	MOD / 2	1.	0.	1.	
3.9	4.2	0.3	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
Link 461.								
0.0	0.0	0.0	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
0.0	0.5	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.5	1.5	1.0	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
1.5	1.7	0.2	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.7	1.7	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
1.7	2.0	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
2.0	2.1	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
2.1	2.4	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
2.4	4.0	1.5	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
4.0	4.2	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
4.2	4.5	0.3	SELDOM SEEN	WEAK / 2	1.	0.	1.	
4.5	4.9	0.4	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
4.9	5.1	0.2	SELDOM SEEN	MOD / 2	1.	0.	1.	
5.1	5.2	0.2	SELDOM SEEN	WEAK / 2	1.	0.	1.	
5.2	5.6	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
5.6	6.5	0.9	SELDOM SEEN	WEAK / 2	1.	0.	1.	
6.5	6.6	0.2	SELDOM SEEN	MOD / 2	1.	0.	1.	
6.6	7.0	0.3	SELDOM SEEN	WEAK / 2	1.	0.	1.	
7.0	7.1	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
7.1	7.4	0.3	SELDOM SEEN	WEAK / 2	1.	0.	1.	
7.4	7.7	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
7.7	9.8	2.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
9.8	10.1	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
10.1	10.3	0.2	SELDOM SEEN	WEAK / 2	1.	0.	1.	
10.3	10.5	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
10.5	11.4	0.9	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
Link 463.								
0.0	0.3	0.3	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
0.3	0.7	0.4	SELDOM SEEN	WEAK / 3-5	1.	0.	1.	
0.7	1.1	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.1	2.9	1.8	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	
2.9	4.4	1.5	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
4.4	4.8	0.4	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	

TABLE 13 - Visual Impacts to Recreation Viewsheds (Moderate Sensitivity) (Continued)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
<b>Link 464.</b>								
0.0	2.5	2.5	SELDOM SEEN	MOD / 3-5	1.	0	1.	
2.5	2.5	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
2.5	2.8	0.3	SELDOM SEEN	MOD / 3-5	1.	0	1.	
2.8	4.0	1.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
<b>Link 465.</b>								
0.0	0.1	0.1	SELDOM SEEN	MOD / 2	1.	0	1.	
0.1	0.4	0.3	SELDOM SEEN	MOD / 3-5	1.	0	1.	
0.4	1.2	0.7	SELDOM SEEN	STRONG/ 3-5	1.	0	1.	
1.2	1.2	0.0	SELDOM SEEN	MOD / 3-5	1.	0	1.	
1.2	2.0	0.8	SELDOM SEEN	STRONG/ 3-5	1.	0	1.	
<b>Link 466.</b>								
0.0	0.6	0.6	SELDOM SEEN	MOD / 2	1.	0	1.	
<b>Link 467.</b>								
0.0	0.5	0.5	SELDOM SEEN	MOD / 2	1.	0	1.	
0.5	1.8	1.3	SELDOM SEEN	MOD / 3-5	1.	0	1.	
1.8	1.9	0.0	SELDOM SEEN	MOD / 2	1.	0	1.	
1.9	2.5	0.6	SELDOM SEEN	WEAK / 2	1.	0	1.	
2.5	4.7	2.2	SELDOM SEEN	MOD / 3-5	1.	0	1.	
4.7	4.8	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
4.8	5.6	0.9	SELDOM SEEN	MOD / 2	1.	0	1.	
5.6	6.5	0.9	SELDOM SEEN	MOD / 3-5	1.	0	1.	
6.5	6.8	0.3	SELDOM SEEN	MOD / 2	1.	0	1.	
6.8	6.8	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
6.8	9.7	2.9	SELDOM SEEN	MOD / 2	1.	0	1.	
9.7	9.7	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
9.7	10.1	0.4	SELDOM SEEN	MOD / 2	1.	0	1.	
10.1	10.1	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
10.1	10.5	0.4	SELDOM SEEN	MOD / 2	1.	0	1.	
10.5	10.5	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
10.5	10.9	0.4	SELDOM SEEN	MOD / 2	1.	0	1.	
10.9	11.0	0.2	SELDOM SEEN	WEAK / 2	1.	0	1.	
11.0	11.2	0.1	SELDOM SEEN	MOD / 3-5	1.	0	1.	
11.2	11.3	0.1	SELDOM SEEN	MOD / 1	1.	0	1.	
11.3	11.4	0.0	SELDOM SEEN	WEAK / 1	1.	0	1.	
11.4	11.6	0.3	SELDOM SEEN	MOD / 1	1.	0	1.	
11.6	11.8	0.2	SELDOM SEEN	MOD / 2	1.	0	1.	
11.8	12.2	0.4	SELDOM SEEN	MOD / 1	1.	0	1.	
12.2	12.2	0.0	SELDOM SEEN	WEAK / 1	1.	0	1.	
12.2	13.0	0.7	SELDOM SEEN	MOD / 1	1.	0	1.	
13.0	13.6	0.7	SELDOM SEEN	MOD / 2	1.	0	1.	
<b>Link 468.</b>								
0.0	0.1	0.1	SELDOM SEEN	MOD / 2	1.	0	1.	
0.1	1.1	1.0	SELDOM SEEN	MOD / 3-5	1.	0	1.	
1.1	1.2	0.2	SELDOM SEEN	STRONG/ 3-5	1.	0	1.	
1.2	1.3	0.0	SELDOM SEEN	MOD / 3-5	1.	0	1.	
1.3	1.5	0.2	SELDOM SEEN	STRONG/ 3-5	1.	0	1.	
1.5	1.5	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
1.5	1.6	0.2	SELDOM SEEN	MOD / 2	1.	0	1.	
1.6	1.7	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
1.7	1.8	0.1	SELDOM SEEN	MOD / 2	1.	0	1.	
1.8	1.8	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
1.8	2.0	0.2	SELDOM SEEN	MOD / 2	1.	0	1.	
2.0	2.0	0.0	SELDOM SEEN	WEAK / 2	1.	0	1.	
2.0	2.9	0.9	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	
<b>Link 469.</b>								
0.0	0.6	0.6	SELDOM SEEN	STRONG/ 3-5	1.	0	1.	
0.6	1.5	0.9	SELDOM SEEN	MOD / 3-5	1.	0	1.	
1.5	2.5	0.9	SELDOM SEEN	MOD / 2	1.	0	1.	
<b>Link 471.</b>								
0.0	0.9	0.9	SELDOM SEEN	STRONG/ 3-5	1.	0	1.	
0.9	1.7	0.7	SELDOM SEEN	MOD / 2	1.	0	1.	
1.7	2.4	0.7	SELDOM SEEN	MOD / 3-5	1.	0	1.	
2.4	3.3	0.9	SELDOM SEEN	MOD / 2	1.	0	1.	



TABLE 13 - Visual Impacts to Recreation Viewsheds (Moderate Sensitivity) (Continued)

MILE POST FROM TO		VISIBILITY LENGTH DISTANCE	ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
3.3	4.9	1.6	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	
4.9	9.4	4.5	SELDOM SEEN	MOD / 2	1.	0.	1.	
9.4	9.5	0.1	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	
9.5	11.4	1.9	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
11.4	11.7	0.3	SELDOM SEEN	MOD / 2	1.	0.	1.	
11.7	11.8	0.1	SELDOM SEEN	WEAK / 2	1.	0.	1.	
<b>Link 472.</b>								
0.0	0.0	0.0	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.0	0.3	0.3	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
0.3	0.3	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
0.3	0.7	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.7	0.7	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
0.7	0.8	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
0.8	1.2	0.4	SELDOM SEEN	MOD / 2	1.	0.	1.	
<b>Link 473.</b>								
0.0	0.0	0.0	SELDOM SEEN	STRONG/ 3-5	1.	0.	1.	
0.0	0.1	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
0.1	1.0	0.9	SELDOM SEEN	MOD / 3-5	1.	0.	1.	
1.0	1.1	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.1	1.1	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
1.1	1.2	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.2	1.3	0.0	SELDOM SEEN	WEAK / 2	1.	0.	1.	
1.3	1.3	0.1	SELDOM SEEN	MOD / 2	1.	0.	1.	
1.3	1.4	0.1	SELDOM SEEN	MOD / 3-5	1.	0.	1.	

# TABLE 14

## VISUAL RESOURCES

### Visual Impacts to Transportation Viewsheds (High Sensitivity)

MILE POST FROM TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
<b>Link 460</b>							
0.0	0.2	0.2	SELDOM SEEN	MOD / 3-5	1	0	1
0.2	0.3	0.1	SELDOM SEEN	WEAK / 2	1	0	1
0.3	0.5	0.2	SELDOM SEEN	MOD / 2	1	0	1
0.5	0.5	0.0	SELDOM SEEN	WEAK / 2	1	0	1
0.5	0.8	0.3	SELDOM SEEN	MOD / 2	1	0	1
0.8	0.9	0.1	SELDOM SEEN	WEAK / 2	1	0	1
0.9	1.1	0.2	SELDOM SEEN	MOD / 2	1	0	1
1.1	1.1	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.1	1.4	0.3	SELDOM SEEN	MOD / 2	1	0	1
1.4	1.4	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.4	1.7	0.3	SELDOM SEEN	MOD / 2	1	0	1
1.7	1.7	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.7	2.0	0.3	SELDOM SEEN	MOD / 2	1	0	1
2.0	2.0	0.0	SELDOM SEEN	WEAK / 2	1	0	1
2.0	2.5	0.6	SELDOM SEEN	MOD / 2	1	0	1
2.5	2.6	0.0	BEYOND 3 MILES	WEAK / 2	2	0	2
2.6	3.0	0.4	BEYOND 3 MILES	MOD / 2	2	0	2
3.0	3.0	0.0	BEYOND 3 MILES	WEAK / 2	2	0	2
3.0	3.1	0.1	BEYOND 3 MILES	MOD / 2	2	0	2
3.1	3.2	0.1	BEYOND 3 MILES	MOD / 3-5	2	0	2
3.2	3.9	0.7	BEYOND 3 MILES	MOD / 2	2	0	2
3.9	4.2	0.3	BEYOND 3 MILES	MOD / 3-5	2	0	2
<b>Link 461</b>							
0.0	0.0	0.0	SELDOM SEEN	MOD / 3-5	1	0	1
0.0	0.5	0.4	SELDOM SEEN	MOD / 2	1	0	1
0.5	1.5	1.0	SELDOM SEEN	MOD / 3-5	1	0	1
1.5	1.7	0.2	SELDOM SEEN	MOD / 2	1	0	1
1.7	1.7	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.7	2.0	0.4	SELDOM SEEN	MOD / 2	1	0	1
2.0	2.1	0.0	SELDOM SEEN	WEAK / 2	1	0	1
2.1	2.4	0.4	SELDOM SEEN	MOD / 2	1	0	1
2.4	4.0	1.5	SELDOM SEEN	MOD / 3-5	1	0	1
4.0	4.2	0.3	SELDOM SEEN	MOD / 2	1	0	1
4.2	4.5	0.3	SELDOM SEEN	WEAK / 2	1	0	1
4.5	4.9	0.4	SELDOM SEEN	MOD / 3-5	1	0	1
4.9	5.1	0.2	SELDOM SEEN	MOD / 2	1	0	1
5.1	5.2	0.2	SELDOM SEEN	WEAK / 2	1	0	1
5.2	5.6	0.3	SELDOM SEEN	MOD / 2	1	0	1
5.6	6.5	0.9	SELDOM SEEN	WEAK / 2	1	0	1
6.5	6.6	0.2	SELDOM SEEN	MOD / 2	1	0	1
6.6	7.0	0.3	SELDOM SEEN	WEAK / 2	1	0	1
7.0	7.1	0.1	SELDOM SEEN	MOD / 3-5	1	0	1
7.1	7.4	0.3	SELDOM SEEN	WEAK / 2	1	0	1
7.4	7.7	0.3	SELDOM SEEN	MOD / 2	1	0	1
7.7	9.8	2.1	SELDOM SEEN	MOD / 3-5	1	0	1
9.8	10.1	0.3	SELDOM SEEN	MOD / 2	1	0	1
10.1	10.3	0.2	SELDOM SEEN	WEAK / 2	1	0	1
10.3	10.5	0.3	SELDOM SEEN	MOD / 2	1	0	1
10.5	11.4	0.9	SELDOM SEEN	MOD / 3-5	1	0	1
<b>Link 463</b>							
0.0	0.3	0.3	BEYOND 3 MILES	MOD / 3-5	2	0	2
0.3	0.7	0.4	1 - 3 MILES	WEAK / 3-5	2	0	2
0.7	1.1	0.4	1 - 3 MILES	MOD / 2	3	31	2
1.1	2.9	1.8	1 - 3 MILES	STRONG/ 3-5	3	33	2
2.9	3.1	0.1	1 - 3 MILES	MOD / 3-5	3	33	2
3.1	3.7	0.6	25 MI - 1 MILE	MOD / 3-5	4	33	3
3.7	3.8	0.1	1 - 3 MILES	MOD / 3-5	3	33	2
3.8	4.1	0.3	SELDOM SEEN	MOD / 3-5	1	0	1
4.1	4.4	0.3	1 - 3 MILES	MOD / 3-5	3	33	2
4.4	4.8	0.4	1 - 3 MILES	STRONG/ 3-5	3	33	2

TABLE 14 - Visual Impacts to Transportation Viewsheds (High Sensitivity) (Continued)

MILE POST		LENGTH	VISIBILITY	CONTRAST/	INITIAL	MITIGATION	RESIDUAL	COMMENTS	
FROM	TO		DISTANCE	ZONE	ACCESS	LEVEL	IMPACT		MEASURES
Link 464									
0.0	2.5	2.5	BEYOND 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50	
2.5	2.5	0.0	SELDOM SEEN	WEAK / 2	1	0	1		
2.5	2.6	0.0	SELDOM SEEN	MOD / 3-5	1	0	1		
2.6	2.8	0.2	BEYOND 3 MILES	MOD / 3-5	2	0	2		US Highway 6/50
2.8	2.8	0.1	1 - 3 MILES	MOD / 3-5	3	33	2		US Highway 6/50
2.8	3.1	0.3	1 - 3 MILES	MOD / 2	3	31	2		US Highway 6/50
3.1	3.2	0.1	BEYOND 3 MILES	MOD / 2	2	0	2		US Highway 6/50
3.2	4.0	0.8	1 - 3 MILES	MOD / 2	3	31	2		US Highway 6/50
Link 465									
0.0	0.1	0.1	1 - 3 MILES	MOD / 2	3	31	2	US Highway 6/50	
0.1	0.4	0.3	1 - 3 MILES	MOD / 3-5	3	33	2	US Highway 6/50	
0.4	1.2	0.7	1 - 3 MILES	STRONG/ 3-5	3	33	2	US Highway 6/50	
1.2	1.2	0.0	1 - 3 MILES	MOD / 3-5	3	33	2	US Highway 6/50	
1.2	2.0	0.8	1 - 3 MILES	STRONG/ 3-5	3	33	2	US Highway 6/50	
Link 466									
0.0	0.6	0.6	1 - 3 MILES	MOD / 2	3	31	2	US Highway 6/50	
Link 467									
0.0	0.5	0.5	1 - 3 MILES	MOD / 2	3	31	2	US Highway 6/50	
0.5	1.8	1.3	BEYOND 3 MILES	MOD / 3-5	2	0	2		
1.8	1.9	0.0	1 - 3 MILES	MOD / 2	3	31	2		
1.9	2.5	0.6	1 - 3 MILES	WEAK / 2	2	0	2		
2.5	4.7	2.2	1 - 3 MILES	MOD / 3-5	3	33	2		
4.7	4.8	0.0	1 - 3 MILES	WEAK / 2	2	0	2		
4.8	5.1	0.3	1 - 3 MILES	MOD / 2	3	31	2		
5.1	5.6	0.6	25 MI - 1 MILE	MOD / 2	4	31	3		
5.6	6.5	0.9	25 MI - 1 MILE	MOD / 3-5	4	33	3		
6.5	6.8	0.3	0 - 25 MI	MOD / 2	4	32	4		
6.8	6.8	0.0	0 - 25 MI	WEAK / 2	4	32	4		
6.8	9.6	2.8	0 - 25 MI	MOD / 2	4	32	4		
9.6	9.7	0.1	1 - 3 MILES	MOD / 2	3	31	2		
9.7	9.7	0.0	1 - 3 MILES	WEAK / 2	2	0	2		
9.7	10.1	0.4	1 - 3 MILES	MOD / 2	3	31	2		
10.1	10.1	0.0	1 - 3 MILES	WEAK / 2	2	0	2		
10.1	10.5	0.4	1 - 3 MILES	MOD / 2	3	31	2		
10.5	10.5	0.0	1 - 3 MILES	WEAK / 2	2	0	2		
10.5	10.7	0.2	1 - 3 MILES	MOD / 2	3	31	2		
10.7	10.9	0.2	BEYOND 3 MILES	MOD / 2	2	0	2		
10.9	11.0	0.2	BEYOND 3 MILES	WEAK / 2	2	0	2		
11.0	11.2	0.1	BEYOND 3 MILES	MOD / 3-5	2	0	2		
11.2	11.3	0.1	BEYOND 3 MILES	MOD / 1	2	0	2		
11.3	11.4	0.0	BEYOND 3 MILES	WEAK / 1	2	0	2		
11.4	11.6	0.3	BEYOND 3 MILES	MOD / 1	2	0	2		
11.6	11.8	0.2	BEYOND 3 MILES	MOD / 2	2	0	2		
11.8	12.2	0.4	BEYOND 3 MILES	MOD / 1	2	0	2		
12.2	12.2	0.0	BEYOND 3 MILES	WEAK / 1	2	0	2		
12.2	13.0	0.7	BEYOND 3 MILES	MOD / 1	2	0	2		
13.0	13.5	0.6	BEYOND 3 MILES	MOD / 2	2	0	2		
13.5	13.6	0.1	SELDOM SEEN	MOD / 2	1	0	1		
Link 468									
0.0	0.1	0.1	1 - 3 MILES	MOD / 2	3	31	2		US Highway 6/50
0.1	0.2	0.1	1 - 3 MILES	MOD / 3-5	3	33	2	US Highway 6/50	
0.2	1.1	0.9	BEYOND 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50	
1.1	1.2	0.2	SELDOM SEEN	STRONG/ 3-5	1	0	1	Road to Mt. Moriah Wilderness	
1.2	1.3	0.0	SELDOM SEEN	MOD / 3-5	1	0	1		
1.3	1.5	0.2	SELDOM SEEN	STRONG/ 3-5	1	0	1		
1.5	1.5	0.0	SELDOM SEEN	WEAK / 2	1	0	1		
1.5	1.6	0.1	SELDOM SEEN	MOD / 2	1	0	1		
1.6	1.6	0.1	BEYOND 3 MILES	MOD / 2	2	0	2		
1.6	1.7	0.0	BEYOND 3 MILES	WEAK / 2	2	0	2		
1.7	1.8	0.1	BEYOND 3 MILES	MOD / 2	2	0	2		
1.8	1.8	0.0	1 - 3 MILES	WEAK / 2	2	0	2		
1.8	2.0	0.2	1 - 3 MILES	MOD / 2	3	31	2		
2.0	2.0	0.0	1 - 3 MILES	WEAK / 2	2	0	2		
2.0	2.8	0.8	1 - 3 MILES	STRONG/ 3-5	3	33	2		



TABLE 14 - Visual Impacts to Transportation Viewsheds (High Sensitivity) (Continued)

MILE POST		LENGTH	VISIBILITY	CONTRAST/	INITIAL	MITIGATION	RESIDUAL	COMMENTS
FROM	TO		DISTANCE ZONE	ACCESS LEVEL				
2.8	2.9	0.1	BEYOND 3 MILES	STRONG/ 3-5	2	0	2	Road to Mt. Moriah Wilderness
2.9	2.9	0.1	1 - 3 MILES	STRONG/ 3-5	3	33	2	Road to Mt. Moriah Wilderness
Link 469								
0.0	0.6	0.6	1 - 3 MILES	STRONG/ 3-5	3	33	2	Road to Mt. Moriah Wilderness
0.6	1.5	0.9	1 - 3 MILES	MOD / 3-5	3	33	2	Road to Mt. Moriah Wilderness
1.5	2.5	0.9	1 - 3 MILES	MOD / 2	3	31	2	Road to Mt. Moriah Wilderness
Link 471								
0.0	0.9	0.9	1 - 3 MILES	STRONG/ 3-5	3	33	2	Road to Mt. Moriah Wilderness
0.9	1.7	0.7	BEYOND 3 MILES	MOD / 2	2	0	2	Road to Mt. Moriah Wilderness
1.7	2.4	0.7	1 - 3 MILES	MOD / 3-5	3	33	2	Road to Mt. Moriah Wilderness
2.4	3.3	0.9	1 - 3 MILES	MOD / 2	3	31	2	Road to Mt. Moriah Wilderness
3.3	4.9	1.6	1 - 3 MILES	STRONG/ 3-5	3	33	2	Road to Mt. Moriah Wilderness
4.9	5.2	0.3	1 - 3 MILES	MOD / 2	3	31	2	Road to Mt. Moriah Wilderness
5.2	6.6	1.4	25 MI - 1 MILE	MOD / 2	4	31	3	Road to Mt. Moriah Wilderness
6.6	8.3	1.7	0 - 25 MI	MOD / 2	4	32	4	Crossing of road into Mt. Moriah Wilderness
8.3	9.4	1.1	1 - 3 MILES	MOD / 2	3	31	2	Road to Mt. Moriah Wilderness
9.4	9.5	0.1	1 - 3 MILES	STRONG/ 3-5	3	33	2	Road to Mt. Moriah Wilderness
9.5	10.4	0.9	1 - 3 MILES	MOD / 3-5	3	33	2	Road to Mt. Moriah Wilderness
10.4	11.4	1.0	BEYOND 3 MILES	MOD / 3-5	2	0	2	Road to Mt. Moriah Wilderness
11.4	11.7	0.3	BEYOND 3 MILES	MOD / 2	2	0	2	Road to Mt. Moriah Wilderness
11.7	11.8	0.1	BEYOND 3 MILES	WEAK / 2	2	0	2	Road to Mt. Moriah Wilderness
Link 472								
0.0	0.0	0.0	SELDOM SEEN	MOD / 2	1	0	1	
0.0	0.3	0.3	SELDOM SEEN	MOD / 3-5	1	0	1	
0.3	0.3	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
0.3	0.7	0.4	SELDOM SEEN	MOD / 2	1	0	1	
0.7	0.7	0.1	SELDOM SEEN	MOD / 3-5	1	0	1	
0.7	0.8	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
0.8	1.2	0.4	SELDOM SEEN	MOD / 2	1	0	1	
Link 473								
0.0	0.0	0.0	BEYOND 3 MILES	STRONG/ 3-5	2	0	2	
0.0	0.1	0.1	BEYOND 3 MILES	MOD / 2	2	0	2	
0.1	0.6	0.5	BEYOND 3 MILES	MOD / 3-5	2	0	2	
0.6	1.0	0.4	SELDOM SEEN	MOD / 3-5	1	0	1	
1.0	1.1	0.1	SELDOM SEEN	MOD / 2	1	0	1	
1.1	1.1	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
1.1	1.2	0.1	SELDOM SEEN	MOD / 2	1	0	1	
1.2	1.3	0.0	SELDOM SEEN	WEAK / 2	1	0	1	
1.3	1.3	0.1	SELDOM SEEN	MOD / 2	1	0	1	
1.3	1.4	0.1	SELDOM SEEN	MOD / 3-5	1	0	1	

# TABLE 15

## VISUAL RESOURCES

### Visual Impacts to Transportation Viewsheds (Moderate Sensitivity)

MILE POST FROM TO		VISIBILITY LENGTH	CONTRAST/ DISTANCE ZONE	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
Link 460.								
0.0	0.2	0.2	1 - 3 MILES	MOD / 3-5	2.	0	2.	US Highway 6/50
0.2	0.3	0.1	1 - 3 MILES	WEAK / 2	2.	0	2.	US Highway 6/50
0.3	0.5	0.2	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
0.5	0.5	0.0	1 - 3 MILES	WEAK / 2	2.	0	2.	US Highway 6/50
0.5	0.8	0.3	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
0.8	0.9	0.1	1 - 3 MILES	WEAK / 2	2.	0	2.	US Highway 6/50
0.9	1.1	0.2	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
1.1	1.1	0.0	1 - 3 MILES	WEAK / 2	2.	0	2.	US Highway 6/50
1.1	1.4	0.3	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
1.4	1.4	0.0	1 - 3 MILES	WEAK / 2	2.	0	2.	US Highway 6/50
1.4	1.7	0.3	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
1.7	1.7	0.0	1 - 3 MILES	WEAK / 2	2.	0	2.	US Highway 6/50
1.7	1.8	0.1	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
1.8	2.0	0.2	BEYOND 3 MILES	MOD / 2	1.	0	1.	US Highway 6/50
2.0	2.0	0.0	BEYOND 3 MILES	WEAK / 2	1.	0	1.	US Highway 6/50
2.0	2.5	0.6	BEYOND 3 MILES	MOD / 2	1.	0	1.	US Highway 6/50
2.5	2.6	0.0	BEYOND 3 MILES	WEAK / 2	1.	0	1.	US Highway 6/50
2.6	3.0	0.4	BEYOND 3 MILES	MOD / 2	1.	0	1.	US Highway 6/50
3.0	3.0	0.0	1 - 3 MILES	WEAK / 2	2.	0	2.	US Highway 6/50
3.0	3.1	0.1	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
3.1	3.2	0.1	1 - 3 MILES	MOD / 3-5	2.	0	2.	US Highway 6/50
3.2	3.9	0.7	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
3.9	4.2	0.3	1 - 3 MILES	MOD / 3-5	2.	0	2.	US Highway 6/50
Link 461.								
0.0	0.0	0.0	1 - 3 MILES	MOD / 3-5	2.	0	2.	US Highway 6/50
0.0	0.5	0.4	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
0.5	1.5	1.0	1 - 3 MILES	MOD / 3-5	2.	0	2.	US Highway 6/50
1.5	1.5	0.0	BEYOND 3 MILES	MOD / 3-5	1.	0	1.	US Highway 6/50
1.5	1.7	0.2	BEYOND 3 MILES	MOD / 2	1.	0	1.	US Highway 6/50
1.7	1.7	0.0	BEYOND 3 MILES	WEAK / 2	1.	0	1.	US Highway 6/50
1.7	2.0	0.4	BEYOND 3 MILES	MOD / 2	1.	0	1.	US Highway 6/50
2.0	2.1	0.0	BEYOND 3 MILES	WEAK / 2	1.	0	1.	US Highway 6/50
2.1	2.4	0.4	BEYOND 3 MILES	MOD / 2	1.	0	1.	US Highway 6/50
2.4	4.0	1.5	BEYOND 3 MILES	MOD / 3-5	1.	0	1.	US Highway 6/50
4.0	4.2	0.3	BEYOND 3 MILES	MOD / 2	1.	0	1.	US Highway 6/50
4.2	4.5	0.3	BEYOND 3 MILES	WEAK / 2	1.	0	1.	US Highway 6/50
4.5	4.9	0.4	BEYOND 3 MILES	MOD / 3-5	1.	0	1.	US Highway 6/50
4.9	5.1	0.2	SELDOM SEEN	MOD / 2	1.	0	1.	
5.1	5.2	0.2	SELDOM SEEN	WEAK / 2	1.	0	1.	
5.2	5.6	0.3	SELDOM SEEN	MOD / 2	1.	0	1.	
5.6	6.5	0.9	SELDOM SEEN	WEAK / 2	1.	0	1.	
6.5	6.6	0.2	SELDOM SEEN	MOD / 2	1.	0	1.	
6.6	7.0	0.3	SELDOM SEEN	WEAK / 2	1.	0	1.	
7.0	7.1	0.1	SELDOM SEEN	MOD / 3-5	1.	0	1.	
7.1	7.4	0.3	SELDOM SEEN	WEAK / 2	1.	0	1.	
7.4	7.7	0.3	SELDOM SEEN	MOD / 2	1.	0	1.	
7.7	9.8	2.1	SELDOM SEEN	MOD / 3-5	1.	0	1.	
9.8	10.1	0.3	SELDOM SEEN	MOD / 2	1.	0	1.	
10.1	10.3	0.2	SELDOM SEEN	WEAK / 2	1.	0	1.	
10.3	10.5	0.3	SELDOM SEEN	MOD / 2	1.	0	1.	
10.5	11.4	0.9	SELDOM SEEN	MOD / 3-5	1.	0	1.	
Link 463.								
0.0	0.3	0.3	1 - 3 MILES	MOD / 3-5	2.	0	2.	US Highway 6/50
0.3	0.7	0.4	1 - 3 MILES	WEAK / 3-5	2.	0	2.	US Highway 6/50
0.7	1.1	0.4	1 - 3 MILES	MOD / 2	2.	0	2.	US Highway 6/50
1.1	2.4	1.3	1 - 3 MILES	STRONG/ 3-5	2.	0	2.	US Highway 6/50
2.4	2.9	0.6	.25 MI - 1 MILE	STRONG/ 3-5	3.	33	2.	US Highway 6/50
2.9	3.2	0.3	.25 MI - 1 MILE	MOD / 3-5	3.	33	2.	US Highway 6/50



TABLE 15 - Visual Impacts to Transportation Viewsheds (Moderate Sensitivity) (Continued)

MILE POST FROM TO	LENGTH	VISIBILITY DISTANCE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS
3.2 3.7	0.4	0 - 25 MI	MOD / 3-5	4	33	3	Crossing of US Highway 6/50
3.7 4.4	0.7	25 MI - 1 MILE	MOD / 3-5	3	33	2	US Highway 6/50
4.4 4.8	0.4	25 MI - 1 MILE	STRONG/ 3-5	3	33	2	US Highway 6/50
Link 464.							
0.0 2.5	2.5	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
2.5 2.5	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
2.5 2.8	0.3	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
2.8 3.2	0.4	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
3.2 4.0	0.8	25 MI - 1 MILE	MOD / 2	3	31	2	US Highway 6/50
Link 465.							
0.0 0.1	0.1	25 MI - 1 MILE	MOD / 2	3	31	2	US Highway 6/50
0.1 0.3	0.2	25 MI - 1 MILE	MOD / 3-5	3	33	2	US Highway 6/50
0.3 0.4	0.1	0 - 25 MI	MOD / 3-5	4	33	3	Crossing US Highway 6/50
0.4 1.0	0.6	0 - 25 MI	STRONG/ 3-5	4	34	3	Crossing US Highway 6/50
1.0 1.2	0.2	25 MI - 1 MILE	STRONG/ 3-5	3	33	2	US Highway 6/50
1.2 1.2	0.0	25 MI - 1 MILE	MOD / 3-5	3	33	2	US Highway 6/50
1.2 1.8	0.7	25 MI - 1 MILE	STRONG/ 3-5	3	33	2	US Highway 6/50
1.8 2.0	0.2	1 - 3 MILES	STRONG/ 3-5	2	0	2	US Highway 6/50
Link 466.							
0.0 0.6	0.6	25 MI - 1 MILE	MOD / 2	3	31	2	US Highway 6/50
Link 467.							
0.0 0.5	0.5	0 - 25 MI	MOD / 2	4	31	3	Crossing US Highway 6/50
0.5 1.8	1.3	0 - 25 MI	MOD / 3-5	4	33	3	Crossing US Highway 6/50
1.8 1.9	0.0	25 MI - 1 MILE	MOD / 2	3	31	2	US Highway 6/50
1.9 2.5	0.6	25 MI - 1 MILE	WEAK / 2	2	0	2	US Highway 6/50
2.5 2.5	0.0	25 MI - 1 MILE	MOD / 3-5	3	33	2	US Highway 6/50
2.5 4.7	2.2	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
4.7 4.8	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
4.8 5.6	0.9	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
5.6 6.5	0.9	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
6.5 6.8	0.3	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
6.8 6.8	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
6.8 9.7	2.9	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
9.7 9.7	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
9.7 10.1	0.4	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
10.1 10.1	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
10.1 10.5	0.4	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
10.5 10.5	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
10.5 10.7	0.2	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
10.7 10.9	0.2	25 MI - 1 MILE	MOD / 2	3	31	2	US Highway 6/50
10.9 11.0	0.2	25 MI - 1 MILE	WEAK / 2	2	0	2	US Highway 6/50
11.0 11.2	0.1	25 MI - 1 MILE	MOD / 3-5	3	33	2	US Highway 6/50
11.2 11.3	0.1	25 MI - 1 MILE	MOD / 1	3	9	2	US Highway 6/50
11.3 11.4	0.0	25 MI - 1 MILE	WEAK / 1	2	0	2	US Highway 6/50
11.4 11.5	0.1	25 MI - 1 MILE	MOD / 1	3	9	2	US Highway 6/50
11.5 11.6	0.2	0 - 25 MI	MOD / 1	4	9	3	Crossing US Highway 6/50
11.6 11.8	0.2	0 - 25 MI	MOD / 2	4	31	3	Crossing US Highway 6/50
11.8 11.9	0.1	0 - 25 MI	MOD / 1	4	9	3	Crossing US Highway 6/50
11.9 12.2	0.3	25 MI - 1 MILE	MOD / 1	3	9	2	US Highway 6/50
12.2 12.2	0.0	25 MI - 1 MILE	WEAK / 1	2	0	2	US Highway 6/50
12.2 12.7	0.4	25 MI - 1 MILE	MOD / 1	3	9	2	US Highway 6/50
12.7 13.0	0.3	1 - 3 MILES	MOD / 1	2	0	2	US Highway 6/50
13.0 13.6	0.7	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
Link 468.							
0.0 0.1	0.1	0 - 25 MI	MOD / 2	4	31	3	Crossing US Highway 6/50
0.1 0.7	0.6	0 - 25 MI	MOD / 3-5	4	33	3	Crossing US Highway 6/50
0.7 1.1	0.4	25 MI - 1 MILE	MOD / 3-5	3	33	2	US Highway 6/50
1.1 1.2	0.2	25 MI - 1 MILE	STRONG/ 3-5	3	33	2	US Highway 6/50
1.2 1.3	0.0	25 MI - 1 MILE	MOD / 3-5	3	33	2	US Highway 6/50
1.3 1.5	0.2	25 MI - 1 MILE	STRONG/ 3-5	3	33	2	US Highway 6/50
1.5 1.5	0.0	25 MI - 1 MILE	WEAK / 2	2	0	2	US Highway 6/50
1.5 1.6	0.2	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
1.6 1.7	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
1.7 1.8	0.1	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
1.8 1.8	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
1.8 2.0	0.2	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
2.0 2.0	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50



TABLE 15 - Visual Impacts to Transportation Viewsheds (Moderate Sensitivity) (Continued)

MILE POST FROM TO		VISIBILITY LENGTH	CONTRAST/ DISTANCE ZONE ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT	COMMENTS	
2.0	2.4	0.4	1 - 3 MILES	STRONG/ 3-5	2	0	2	US Highway 6/50
2.4	2.9	0.5	BEYOND 3 MILES	STRONG/ 3-5	1	0	1	US Highway 6/50
2.9	2.9	0.0	1 - 3 MILES	STRONG/ 3-5	2	0	2	US Highway 6/50
Link 469.								
0.0	0.6	0.6	1 - 3 MILES	STRONG/ 3-5	2	0	2	US Highway 6/50
0.6	1.5	0.9	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
1.5	2.5	0.9	SELDOM SEEN	MOD / 2	1	0	1	
Link 471.								
0.0	0.9	0.9	1 - 3 MILES	STRONG/ 3-5	2	0	2	US Highway 6/50
0.9	1.7	0.7	SELDOM SEEN	MOD / 2	1	0	1	US Highway 6/50
1.7	2.4	0.7	BEYOND 3 MILES	MOD / 3-5	1	0	1	US Highway 6/50
2.4	3.3	0.9	BEYOND 3 MILES	MOD / 2	1	0	1	US Highway 6/50
3.3	4.9	1.6	BEYOND 3 MILES	STRONG/ 3-5	1	0	1	Rural Road
4.9	6.6	1.7	BEYOND 3 MILES	MOD / 2	1	0	1	Rural Road
6.6	9.4	2.8	1 - 3 MILES	MOD / 2	2	0	2	Rural Road
9.4	9.5	0.1	0 - 25 MI	STRONG/ 3-5	4	34	3	Crossing of Rural Road
9.5	9.9	0.3	0 - 25 MI	MOD / 3-5	4	33	3	Crossing of Rural Road
9.9	10.8	1.0	25 MI - 1 MILE	MOD / 3-5	3	33	2	Rural Road
10.8	11.4	0.6	1 - 3 MILES	MOD / 3-5	2	0	2	Rural Road
11.4	11.7	0.3	1 - 3 MILES	MOD / 2	2	0	2	Rural Road
11.7	11.8	0.1	1 - 3 MILES	WEAK / 2	2	0	2	Rural Road
Link 472.								
0.0	0.0	0.0	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
0.0	0.3	0.3	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
0.3	0.3	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
0.3	0.7	0.4	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
0.7	0.7	0.1	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
0.7	0.8	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
0.8	1.2	0.4	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
Link 473.								
0.0	0.0	0.0	1 - 3 MILES	STRONG/ 3-5	2	0	2	US Highway 6/50
0.0	0.1	0.1	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
0.1	1.0	0.9	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50
1.0	1.1	0.1	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
1.1	1.1	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
1.1	1.2	0.1	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
1.2	1.3	0.0	1 - 3 MILES	WEAK / 2	2	0	2	US Highway 6/50
1.3	1.3	0.1	1 - 3 MILES	MOD / 2	2	0	2	US Highway 6/50
1.3	1.4	0.1	1 - 3 MILES	MOD / 3-5	2	0	2	US Highway 6/50

# TABLE 16

## VISUAL RESOURCES

### Visual Impacts to Scenic Quality

MILE POST FROM	TO	LENGTH	SCENIC QUALITY	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.							
0.0	0.2	0.2	CLASS C	MOD / 3-5	2	0.	2
0.2	0.3	0.1	CLASS B	WEAK / 2	2	0.	2
0.3	0.5	0.2	CLASS B	MOD / 2	3	31.	2
0.5	0.5	0.0	CLASS B	WEAK / 2	2	0.	2
0.5	0.8	0.3	CLASS B	MOD / 2	3	31.	2
0.8	0.9	0.1	CLASS B	WEAK / 2	2	0.	2
0.9	1.1	0.2	CLASS B	MOD / 2	3	31.	2
1.1	1.1	0.0	CLASS B	WEAK / 2	2	0.	2
1.1	1.4	0.3	CLASS B	MOD / 2	3	31.	2
1.4	1.4	0.0	CLASS B	WEAK / 2	2	0.	2
1.4	1.7	0.3	CLASS B	MOD / 2	3	31.	2
1.7	1.7	0.0	CLASS B	WEAK / 2	2	0.	2
1.7	2.0	0.3	CLASS B	MOD / 2	3	31.	2
2.0	2.0	0.0	CLASS B	WEAK / 2	2	0.	2
2.0	2.5	0.6	CLASS B	MOD / 2	3	31.	2
2.5	2.6	0.0	CLASS B	WEAK / 2	2	0.	2
2.6	3.0	0.4	CLASS B	MOD / 2	3	31.	2
3.0	3.0	0.0	CLASS B	WEAK / 2	2	0.	2
3.0	3.1	0.1	CLASS B	MOD / 2	3	31.	2
3.1	3.2	0.1	CLASS B	MOD / 3-5	3	33	2
3.2	3.9	0.7	CLASS B	MOD / 2	3	31.	2
3.9	4.2	0.3	CLASS B	MOD / 3-5	3	33.	2
Link 461.							
0.0	0.0	0.0	CLASS C	MOD / 3-5	2	0.	2
0.0	0.5	0.4	CLASS C	MOD / 2	2	0.	2
0.5	1.5	1.0	CLASS C	MOD / 3-5	2	0.	2
1.5	1.7	0.2	CLASS C	MOD / 2	2	0.	2
1.7	1.7	0.0	CLASS C	WEAK / 2	2	0.	2
1.7	2.0	0.4	CLASS C	MOD / 2	2	0.	2
2.0	2.1	0.0	CLASS C	WEAK / 2	2	0.	2
2.1	2.4	0.4	CLASS C	MOD / 2	2	0.	2
2.4	4.0	1.5	CLASS C	MOD / 3-5	2	0.	2
4.0	4.2	0.3	CLASS C	MOD / 2	2	0.	2
4.2	4.5	0.3	CLASS C	WEAK / 2	2	0.	2
4.5	4.9	0.4	CLASS C	MOD / 3-5	2	0.	2
4.9	5.1	0.2	CLASS C	MOD / 2	2	0.	2
5.1	5.2	0.2	CLASS C	WEAK / 2	2	0.	2
5.2	5.6	0.3	CLASS C	MOD / 2	2	0.	2
5.6	5.8	0.2	CLASS C	WEAK / 2	2	0.	2
5.8	6.1	0.3	CLASS B	WEAK / 2	2	0.	2
6.1	6.3	0.2	CLASS C	WEAK / 2	2	0.	2
6.3	6.5	0.2	CLASS B	WEAK / 2	2	0.	2
6.5	6.6	0.2	CLASS B	MOD / 2	3	31.	2
6.6	7.0	0.3	CLASS B	WEAK / 2	2	0.	2
7.0	7.1	0.1	CLASS B	MOD / 3-5	3	33	2
7.1	7.4	0.3	CLASS B	WEAK / 2	2	0.	2
7.4	7.7	0.3	CLASS B	MOD / 2	3	31.	2
7.7	9.8	2.1	CLASS B	MOD / 3-5	3	33	2
9.8	10.1	0.3	CLASS B	MOD / 2	3	31.	2
10.1	10.3	0.2	CLASS B	WEAK / 2	2	0.	2
10.3	10.5	0.3	CLASS B	MOD / 2	3	31.	2
10.5	10.6	0.1	CLASS B	MOD / 3-5	3	33	2
10.6	11.4	0.8	CLASS C	MOD / 3-5	2	0.	2
Link 463.							
0.0	0.3	0.3	CLASS B	MOD / 3-5	3	33.	2
0.3	0.7	0.4	CLASS B	WEAK / 3-5	2	0.	2
0.7	1.1	0.4	CLASS B	MOD / 2	3	31.	2
1.1	2.9	1.8	CLASS B	STRONG/ 3-5	3	33.	2
2.9	4.4	1.5	CLASS C	MOD / 3-5	2	0.	2
4.4	4.8	0.4	CLASS C	STRONG/ 3-5	2	0.	2

TABLE 16 - Visual Impacts to Scenic Quality (Continued)

FROM	TO	LENGTH	VISUAL CONTRAST WITH SCENIC	CONT/GR DIST	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 464.</b>							
0.0	2.5	2.5	CLASS B	MOD / 3-5	3	33	2
2.5	2.5	0.0	CLASS B	WEAK / 2	2	0.	2
2.5	2.8	0.2	CLASS B	MOD / 3-5	3	33	2
2.8	2.8	0.1	CLASS C	MOD / 3-5	2	0.	2
2.8	4.0	1.1	CLASS C	MOD / 2	2	0.	2
<b>Link 465.</b>							
0.0	0.1	0.1	CLASS C	MOD / 2	2	0.	2
0.1	0.4	0.3	CLASS C	MOD / 3-5	2	0.	2
0.4	1.2	0.7	CLASS C	STRONG/ 3-5	2	0.	2
1.2	1.2	0.0	CLASS C	MOD / 3-5	2	0.	2
1.2	2.0	0.8	CLASS C	STRONG/ 3-5	2	0.	2
<b>Link 466.</b>							
0.0	0.6	0.6	CLASS C	MOD / 2	2	0.	2
<b>Link 467.</b>							
0.0	0.5	0.5	CLASS C	MOD / 2	2	0.	2
0.5	1.8	1.3	CLASS C	MOD / 3-5	2	0.	2
1.8	1.9	0.0	CLASS C	MOD / 2	2	0.	2
1.9	2.5	0.6	CLASS C	WEAK / 2	2	0.	2
2.5	4.7	2.2	CLASS C	MOD / 3-5	2	0.	2
4.7	4.8	0.0	CLASS C	WEAK / 2	2	0.	2
4.8	5.6	0.9	CLASS C	MOD / 2	2	0.	2
5.6	6.5	0.9	CLASS C	MOD / 3-5	2	0.	2
6.5	6.8	0.3	CLASS C	MOD / 2	2	0.	2
6.8	6.8	0.0	CLASS C	WEAK / 2	2	0.	2
6.8	9.7	2.9	CLASS C	MOD / 2	2	0.	2
9.7	9.7	0.0	CLASS C	WEAK / 2	2	0.	2
9.7	10.1	0.4	CLASS C	MOD / 2	2	0.	2
10.1	10.1	0.0	CLASS C	WEAK / 2	2	0.	2
10.1	10.5	0.4	CLASS C	MOD / 2	2	0.	2
10.5	10.5	0.0	CLASS C	WEAK / 2	2	0.	2
10.5	10.9	0.4	CLASS C	MOD / 2	2	0.	2
10.9	11.0	0.2	CLASS C	WEAK / 2	2	0.	2
11.0	11.2	0.1	CLASS C	MOD / 3-5	2	0.	2
11.2	11.3	0.1	AGRICULTURAL LANDS	MOD / 1	3	9.	2
11.3	11.4	0.0	AGRICULTURAL LANDS	WEAK / 1	2	0.	2
11.4	11.6	0.3	AGRICULTURAL LANDS	MOD / 1	3	9	2
11.6	11.8	0.2	AGRICULTURAL LANDS	MOD / 2	3	9.	2
11.8	12.2	0.4	AGRICULTURAL LANDS	MOD / 1	3	9	2
12.2	12.2	0.0	AGRICULTURAL LANDS	WEAK / 1	2	0.	2
12.2	13.0	0.7	AGRICULTURAL LANDS	MOD / 1	3	9.	2
13.0	13.6	0.7	CLASS C	MOD / 2	2	0.	2
<b>Link 468.</b>							
0.0	0.1	0.1	CLASS C	MOD / 2	2	0.	2
0.1	1.1	1.0	CLASS C	MOD / 3-5	2	0.	2
1.1	1.2	0.2	CLASS C	STRONG/ 3-5	2	0.	2
1.2	1.3	0.0	CLASS C	MOD / 3-5	2	0.	2
1.3	1.5	0.2	CLASS C	STRONG/ 3-5	2	0.	2
1.5	1.5	0.0	CLASS C	WEAK / 2	2	0.	2
1.5	1.6	0.2	CLASS C	MOD / 2	2	0.	2
1.6	1.7	0.0	CLASS C	WEAK / 2	2	0.	2
1.7	1.8	0.1	CLASS C	MOD / 2	2	0.	2
1.8	1.8	0.0	CLASS C	WEAK / 2	2	0.	2
1.8	2.0	0.2	CLASS C	MOD / 2	2	0.	2
2.0	2.0	0.0	CLASS C	WEAK / 2	2	0.	2
2.0	2.9	0.9	CLASS C	STRONG/ 3-5	2	0.	2
<b>Link 469.</b>							
0.0	0.6	0.6	CLASS C	STRONG/ 3-5	2	0.	2
0.6	1.5	0.9	CLASS C	MOD / 3-5	2	0.	2
1.5	2.5	0.9	CLASS C	MOD / 2	2	0.	2



TABLE 16 - Visual Impacts to Scenic Quality (Continued)

FROM	TO	LENGTH	VISUAL CONTRAST WITH SCENIC	CONT/GR DIST	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 471.							
0.0	0.9	0.9	CLASS C	STRONG/ 3-5	2	0	2
0.9	1.7	0.7	CLASS C	MOD / 2	2	0	2
1.7	2.4	0.7	CLASS C	MOD / 3-5	2	0	2
2.4	3.3	0.9	CLASS C	MOD / 2	2	0	2
3.3	4.9	1.6	CLASS C	STRONG/ 3-5	2	0	2
4.9	9.4	4.5	CLASS C	MOD / 2	2	0	2
9.4	9.5	0.1	CLASS C	STRONG/ 3-5	2	0	2
9.5	11.4	1.9	CLASS C	MOD / 3-5	2	0	2
11.4	11.7	0.3	CLASS C	MOD / 2	2	0	2
11.7	11.8	0.1	CLASS C	WEAK / 2	2	0	2
Link 472.							
0.0	0.0	0.0	CLASS C	MOD / 2	2	0	2
0.0	0.3	0.3	CLASS C	MOD / 3-5	2	0	2
0.3	0.3	0.0	CLASS C	WEAK / 2	2	0	2
0.3	0.7	0.4	CLASS C	MOD / 2	2	0	2
0.7	0.7	0.1	CLASS C	MOD / 3-5	2	0	2
0.7	0.8	0.0	CLASS C	WEAK / 2	2	0	2
0.8	1.2	0.4	CLASS C	MOD / 2	2	0	2
Link 473.							
0.0	0.0	0.0	CLASS C	STRONG/ 3-5	2	0	2
0.0	0.1	0.1	CLASS C	MOD / 2	2	0	2
0.1	1.0	0.9	CLASS C	MOD / 3-5	2	0	2
1.0	1.1	0.1	CLASS C	MOD / 2	2	0	2
1.1	1.1	0.0	CLASS C	WEAK / 2	2	0	2
1.1	1.2	0.1	CLASS C	MOD / 2	2	0	2
1.2	1.3	0.0	CLASS C	WEAK / 2	2	0	2
1.3	1.3	0.1	CLASS C	MOD / 2	2	0	2
1.3	1.4	0.1	CLASS C	MOD / 3-5	2	0	2

# TABLE 17

## VISUAL RESOURCES

### Compliance with Agency Visual Management

MILE POST FROM	TO	LENGTH	VISUAL MANAGEMENT	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.							
0.0	0.2	0.2	CLASS IV	MOD / 3-5	1.	0.	1.
0.2	0.3	0.1	CLASS IV	WEAK / 2	1.	0.	1.
0.3	0.5	0.2	CLASS IV	MOD / 2	1.	0.	1.
0.5	0.5	0.0	CLASS IV	WEAK / 2	1.	0.	1.
0.5	0.8	0.3	CLASS IV	MOD / 2	1.	0.	1.
0.8	0.9	0.1	CLASS IV	WEAK / 2	1.	0.	1.
0.9	1.1	0.2	CLASS IV	MOD / 2	1.	0.	1.
1.1	1.1	0.0	CLASS IV	WEAK / 2	1.	0.	1.
1.1	1.4	0.3	CLASS IV	MOD / 2	1.	0.	1.
1.4	1.4	0.0	CLASS IV	WEAK / 2	1.	0.	1.
1.4	1.7	0.3	CLASS IV	MOD / 2	1.	0.	1.
1.7	1.7	0.0	CLASS IV	WEAK / 2	1.	0.	1.
1.7	2.0	0.3	CLASS IV	MOD / 2	1.	0.	1.
2.0	2.0	0.0	CLASS IV	WEAK / 2	1.	0.	1.
2.0	2.5	0.6	CLASS IV	MOD / 2	1.	0.	1.
2.5	2.6	0.0	CLASS IV	WEAK / 2	1.	0.	1.
2.6	3.0	0.4	CLASS IV	MOD / 2	1.	0.	1.
3.0	3.0	0.0	CLASS IV	WEAK / 2	1.	0.	1.
3.0	3.1	0.1	CLASS IV	MOD / 2	1.	0.	1.
3.1	3.2	0.1	CLASS IV	MOD / 3-5	1.	0.	1.
3.2	3.9	0.7	CLASS IV	MOD / 2	1.	0.	1.
3.9	4.2	0.3	CLASS IV	MOD / 3-5	1.	0.	1.

#### Link 461.

0.0	0.0	0.0	CLASS IV	MOD / 3-5	1.	0.	1.
0.0	0.5	0.4	CLASS IV	MOD / 2	1.	0.	1.
0.5	1.5	1.0	CLASS IV	MOD / 3-5	1.	0.	1.
1.5	1.7	0.2	CLASS IV	MOD / 2	1.	0.	1.
1.7	1.7	0.0	CLASS IV	WEAK / 2	1.	0.	1.
1.7	2.0	0.4	CLASS IV	MOD / 2	1.	0.	1.
2.0	2.1	0.0	CLASS IV	WEAK / 2	1.	0.	1.
2.1	2.4	0.4	CLASS IV	MOD / 2	1.	0.	1.
2.4	4.0	1.5	CLASS IV	MOD / 3-5	1.	0.	1.
4.0	4.2	0.3	CLASS IV	MOD / 2	1.	0.	1.
4.2	4.5	0.3	CLASS IV	WEAK / 2	1.	0.	1.
4.5	4.9	0.4	CLASS IV	MOD / 3-5	1.	0.	1.
4.9	5.1	0.2	CLASS IV	MOD / 2	1.	0.	1.
5.1	5.2	0.2	CLASS IV	WEAK / 2	1.	0.	1.
5.2	5.6	0.3	CLASS IV	MOD / 2	1.	0.	1.
5.6	6.5	0.9	CLASS IV	WEAK / 2	1.	0.	1.
6.5	6.6	0.2	CLASS IV	MOD / 2	1.	0.	1.
6.6	7.0	0.3	CLASS IV	WEAK / 2	1.	0.	1.
7.0	7.1	0.1	CLASS IV	MOD / 3-5	1.	0.	1.
7.1	7.4	0.3	CLASS IV	WEAK / 2	1.	0.	1.
7.4	7.7	0.3	CLASS IV	MOD / 2	1.	0.	1.
7.7	9.8	2.1	CLASS IV	MOD / 3-5	1.	0.	1.
9.8	10.1	0.3	CLASS IV	MOD / 2	1.	0.	1.
10.1	10.3	0.2	CLASS IV	WEAK / 2	1.	0.	1.
10.3	10.5	0.3	CLASS IV	MOD / 2	1.	0.	1.
10.5	11.4	0.9	CLASS IV	MOD / 3-5	1.	0.	1.

#### Link 463.

0.0	0.3	0.3	CLASS IV	MOD / 3-5	1.	0.	1.
0.3	0.7	0.4	CLASS IV	WEAK / 3-5	1.	0.	1.
0.7	1.1	0.4	CLASS IV	MOD / 2	1.	0.	1.
1.1	2.0	0.9	CLASS IV	STRONG/ 3-5	1.	0.	1.
2.0	2.9	0.9	CLASS III	STRONG/ 3-5	2.	33.	1.
2.9	4.4	1.5	CLASS III	MOD / 3-5	1.	0.	1.
4.4	4.8	0.4	CLASS IV	STRONG/ 3-5	1.	0.	1.

TABLE 17 - Compliance with Agency Visual Management (Continued)

MILE POST FROM	TO	LENGTH	VISUAL MANAGEMENT	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 464.</b>							
0.0	2.5	2.5	CLASS IV	MOD / 3-5	1	0	1
2.5	2.5	0.0	CLASS IV	WEAK / 2	1	0	1
2.5	2.8	0.3	CLASS IV	MOD / 3-5	1	0	1
2.8	3.2	0.4	CLASS IV	MOD / 2	1	0	1
3.2	4.0	0.8	CLASS III	MOD / 2	1	0	1
<b>Link 465.</b>							
0.0	0.1	0.1	CLASS III	MOD / 2	1	0	1
0.1	0.4	0.3	CLASS III	MOD / 3-5	1	0	1
0.4	1.2	0.7	CLASS III	STRONG/ 3-5	2	33	1
1.2	1.2	0.0	CLASS III	MOD / 3-5	1	0	1
1.2	2.0	0.8	CLASS III	STRONG/ 3-5	2	33	1
<b>Link 466.</b>							
0.0	0.6	0.6	CLASS III	MOD / 2	1	0	1
<b>Link 467.</b>							
0.0	0.5	0.5	CLASS III	MOD / 2	1	0	1
0.5	1.8	1.3	CLASS III	MOD / 3-5	1	0	1
1.8	1.9	0.0	CLASS III	MOD / 2	1	0	1
1.9	2.5	0.6	CLASS III	WEAK / 2	1	0	1
2.5	4.7	2.2	CLASS III	MOD / 3-5	1	0	1
4.7	4.8	0.0	CLASS III	WEAK / 2	1	0	1
4.8	5.6	0.9	CLASS III	MOD / 2	1	0	1
5.6	6.5	0.9	CLASS III	MOD / 3-5	1	0	1
6.5	6.8	0.3	CLASS IV	MOD / 2	1	0	1
6.8	6.8	0.0	CLASS IV	WEAK / 2	1	0	1
6.8	9.7	2.9	CLASS IV	MOD / 2	1	0	1
9.7	9.7	0.0	CLASS IV	WEAK / 2	1	0	1
9.7	10.1	0.4	CLASS IV	MOD / 2	1	0	1
10.1	10.1	0.0	CLASS IV	WEAK / 2	1	0	1
10.1	10.5	0.4	CLASS IV	MOD / 2	1	0	1
10.5	10.5	0.0	CLASS IV	WEAK / 2	1	0	1
10.5	10.9	0.4	CLASS IV	MOD / 2	1	0	1
10.9	11.0	0.2	CLASS IV	WEAK / 2	1	0	1
11.0	11.2	0.1	CLASS IV	MOD / 3-5	1	0	1
11.2	11.3	0.1	CLASS IV	MOD / 1	1	0	1
11.3	11.4	0.0	CLASS IV	WEAK / 1	1	0	1
11.4	11.6	0.3	CLASS IV	MOD / 1	1	0	1
11.6	11.8	0.2	CLASS IV	MOD / 2	1	0	1
11.8	12.2	0.4	CLASS IV	MOD / 1	1	0	1
12.2	12.2	0.0	CLASS IV	WEAK / 1	1	0	1
12.2	13.0	0.7	CLASS IV	MOD / 1	1	0	1
13.0	13.6	0.7	CLASS IV	MOD / 2	1	0	1
<b>Link 468.</b>							
0.0	0.1	0.1	CLASS III	MOD / 2	1	0	1
0.1	1.1	1.0	CLASS III	MOD / 3-5	1	0	1
1.1	1.2	0.2	CLASS III	STRONG/ 3-5	2	33	1
1.2	1.3	0.0	CLASS III	MOD / 3-5	1	0	1
1.3	1.5	0.2	CLASS III	STRONG/ 3-5	2	33	1
1.5	1.5	0.0	CLASS III	WEAK / 2	1	0	1
1.5	1.6	0.2	CLASS III	MOD / 2	1	0	1
1.6	1.7	0.0	CLASS III	WEAK / 2	1	0	1
1.7	1.8	0.1	CLASS III	MOD / 2	1	0	1
1.8	1.8	0.0	CLASS III	WEAK / 2	1	0	1
1.8	2.0	0.2	CLASS III	MOD / 2	1	0	1
2.0	2.0	0.0	CLASS III	WEAK / 2	1	0	1
2.0	2.9	0.9	CLASS III	STRONG/ 3-5	2	33	1
<b>Link 469.</b>							
0.0	0.6	0.6	CLASS III	STRONG/ 3-5	2	33	1
0.6	1.5	0.9	CLASS III	MOD / 3-5	1	0	1
1.5	2.5	0.9	CLASS III	MOD / 2	1	0	1



TABLE 17 - Compliance with Agency Visual Management (Continued)

MILE POST FROM	TO	LENGTH	VISUAL MANAGEMENT	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 471.							
0.0	0.9	0.9	CLASS III	STRONG/ 3-5	2.	33.	1.
0.9	1.7	0.7	CLASS III	MOD / 2	1	0.	1.
1.7	2.4	0.7	CLASS III	MOD / 3-5	1.	0.	1.
2.4	3.3	0.9	CLASS III	MOD / 2	1.	0.	1.
3.3	4.9	1.6	CLASS IV	STRONG/ 3-5	1.	0.	1.
4.9	9.4	4.5	CLASS IV	MOD / 2	1.	0.	1.
9.4	9.5	0.1	CLASS IV	STRONG/ 3-5	1.	0.	1.
9.5	11.4	1.9	CLASS IV	MOD / 3-5	1.	0.	1.
11.4	11.7	0.3	CLASS IV	MOD / 2	1	0.	1.
11.7	11.8	0.1	CLASS IV	WEAK / 2	1.	0.	1.
Link 472.							
0.0	0.0	0.0	CLASS IV	MOD / 2	1.	0.	1.
0.0	0.3	0.3	CLASS IV	MOD / 3-5	1.	0.	1.
0.3	0.3	0.0	CLASS IV	WEAK / 2	1.	0.	1.
0.3	0.7	0.4	CLASS IV	MOD / 2	1.	0.	1.
0.7	0.7	0.1	CLASS IV	MOD / 3-5	1.	0.	1.
0.7	0.8	0.0	CLASS IV	WEAK / 2	1.	0.	1.
0.8	1.2	0.4	CLASS IV	MOD / 2	1	0.	1.
Link 473.							
0.0	0.0	0.0	CLASS IV	STRONG/ 3-5	1.	0.	1.
0.0	0.1	0.1	CLASS IV	MOD / 2	1.	0.	1.
0.1	1.0	0.9	CLASS IV	MOD / 3-5	1	0.	1.
1.0	1.1	0.1	CLASS IV	MOD / 2	1.	0.	1.
1.1	1.1	0.0	CLASS IV	WEAK / 2	1.	0.	1.
1.1	1.2	0.1	CLASS IV	MOD / 2	1.	0.	1.
1.2	1.3	0.0	CLASS IV	WEAK / 2	1.	0.	1.
1.3	1.3	0.1	CLASS IV	MOD / 2	1.	0.	1.
1.3	1.4	0.1	CLASS IV	MOD / 3-5	1.	0.	1.

# TABLE 18

## CULTURAL RESOURCES

### Ground Disturbance Impacts to Cultural Resources

MILE POST FROM TO		LENGTH	SENSITIVITY LEVEL	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 460.</b>							
0.0	0.2	0.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
0.2	0.8	0.6	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
0.8	0.9	0.1	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.9	1.1	0.2	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
1.1	1.5	0.4	SENSITIVITY LEVEL 1	LEVEL 2	2	0	2
1.5	3.1	1.6	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
3.1	4.0	0.9	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
4.0	4.2	0.1	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
<b>Link 461.</b>							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.0	0.5	0.4	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
0.5	1.5	1.0	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
1.5	2.4	1.0	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
2.4	4.0	1.5	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
4.0	4.5	0.5	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
4.5	4.8	0.3	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
4.8	4.9	0.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
4.9	7.0	2.0	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
7.0	7.4	0.4	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
7.4	7.7	0.3	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
7.7	8.2	0.5	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
8.2	8.5	0.3	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
8.5	8.8	0.4	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
8.8	9.4	0.6	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
9.4	9.8	0.4	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
9.8	10.5	0.8	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
10.5	11.4	0.9	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
<b>Link 463.</b>							
0.0	0.2	0.2	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.2	0.7	0.6	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
0.7	1.0	0.3	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
1.0	1.0	0.0	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
1.0	1.1	0.1	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
1.1	2.8	1.7	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
2.8	4.5	1.7	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
4.5	4.8	0.3	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
<b>Link 464.</b>							
0.0	0.1	0.1	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.1	2.0	1.9	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
2.0	2.5	0.5	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
2.5	2.5	0.0	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
2.5	2.8	0.2	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
2.8	4.0	1.2	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
<b>Link 465.</b>							
0.0	0.1	0.1	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
0.1	0.4	0.3	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.4	0.6	0.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
0.6	1.3	0.7	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
1.3	1.6	0.4	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
1.6	1.8	0.2	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
1.8	2.0	0.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
<b>Link 466.</b>							
0.0	0.6	0.6	BACKGROUND (NO SITE)	LEVEL 2	1	0	1

TABLE 18 - Ground Disturbance Impacts to Cultural Resources (Continued)

MILE POST		LENGTH	SENSITIVITY LEVEL	ACCESS LEVEL	INITIAL	MITIGATION	RESIDUAL
FROM	TO				IMPACT	MEASURES	IMPACT
Link 467.							
0.0	0.5	0.5	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
0.5	1.8	1.3	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
1.8	2.5	0.7	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
2.5	4.2	1.7	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
4.2	4.7	0.5	BACKGROUND (NO SITE)	LEVEL 4	1.	0.	1.
4.7	5.6	0.9	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
5.6	6.5	0.9	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
6.5	11.0	4.5	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
11.0	11.2	0.1	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
11.2	11.6	0.5	BACKGROUND (NO SITE)	LEVEL 1	1.	0.	1.
11.6	11.8	0.2	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
11.8	13.0	1.1	BACKGROUND (NO SITE)	LEVEL 1	1.	0.	1.
13.0	13.6	0.7	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
Link 468.							
0.0	0.1	0.1	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
0.1	1.5	1.4	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
1.5	2.3	0.9	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
2.3	2.9	0.6	BACKGROUND (NO SITE)	LEVEL 4	1.	0.	1.
Link 469.							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 4	1.	0.	1.
0.0	1.5	1.5	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
1.5	2.1	0.6	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
2.1	2.5	0.4	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
Link 471.							
0.0	0.1	0.1	BACKGROUND (NO SITE)	LEVEL 4	1.	0.	1.
0.1	0.9	0.8	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
0.9	1.4	0.5	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
1.4	2.4	1.0	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
2.4	2.7	0.3	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
2.7	3.7	1.0	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
3.7	4.9	1.2	BACKGROUND (NO SITE)	LEVEL 4	1.	0.	1.
4.9	9.4	4.5	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
9.4	11.4	2.0	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
11.4	11.8	0.4	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
Link 472.							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
0.0	0.3	0.3	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
0.3	0.7	0.4	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
0.7	0.7	0.1	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
0.7	1.2	0.5	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
Link 473.							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
0.0	1.4	1.4	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.



# TABLE 19

## CULTURAL RESOURCES

### Public Access Impacts to Cultural Resources

MILE POST FROM	TO	LENGTH	SENSITIVITY LEVEL	CHANGE IN ACCESS	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.							
0.0	1.1	1.1	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
1.1	1.5	0.4	SENSITIVITY LEVEL 1	0 - 20 %	2	0	2
1.5	4.2	2.7	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
Link 461.							
0.0	2.9	2.9	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
2.9	3.6	0.7	BACKGROUND (NO SITE)	50 -100 %	1	0	1
3.6	3.7	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
3.7	8.6	4.9	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
8.6	8.7	0.1	BACKGROUND (NO SITE)	40 - 50 %	1	0	1
8.7	9.4	0.8	BACKGROUND (NO SITE)	50 -100 %	1	0	1
9.4	9.5	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
9.5	10.8	1.3	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
10.8	10.9	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
10.9	11.4	0.5	BACKGROUND (NO SITE)	50 -100 %	1	0	1
Link 463.							
0.0	0.5	0.5	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
0.5	0.6	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
0.6	2.3	1.6	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
2.3	2.4	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
2.4	2.4	0.1	BACKGROUND (NO SITE)	50 -100 %	1	0	1
2.4	2.5	0.0	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
2.5	2.6	0.1	BACKGROUND (NO SITE)	40 - 50 %	1	0	1
2.6	2.9	0.3	BACKGROUND (NO SITE)	50 -100 %	1	0	1
2.9	2.9	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
2.9	3.8	0.9	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
3.8	4.4	0.6	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
4.4	4.8	0.4	BACKGROUND (NO SITE)	50 -100 %	1	0	1
Link 464.							
0.0	2.0	2.0	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
2.0	4.0	2.0	SENSITIVITY LEVEL 5	0 - 20 %	2	0	2
Link 465.							
0.0	1.2	1.2	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
1.2	1.3	0.1	BACKGROUND (NO SITE)	40 - 50 %	1	0	1
1.3	2.0	0.7	BACKGROUND (NO SITE)	50 -100 %	1	0	1
Link 466.							
0.0	0.6	0.6	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
Link 467.							
0.0	3.0	3.0	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
3.0	3.1	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
3.1	4.1	1.0	BACKGROUND (NO SITE)	50 -100 %	1	0	1
4.1	4.2	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
4.2	5.6	1.4	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
5.6	5.7	0.1	BACKGROUND (NO SITE)	40 - 50 %	1	0	1
5.7	6.0	0.3	BACKGROUND (NO SITE)	50 -100 %	1	0	1
6.0	7.5	1.4	BACKGROUND (NO SITE)	0 - 20 %	1	0	1
7.5	8.3	0.9	BACKGROUND (NO SITE)	50 -100 %	1	0	1
8.3	8.4	0.1	BACKGROUND (NO SITE)	20 - 40 %	1	0	1
8.4	13.6	5.2	BACKGROUND (NO SITE)	0 - 20 %	1	0	1

TABLE 19 - Public Access Impacts to Cultural Resources (Continued)

MILE POST FROM	TO	LENGTH	SENSITIVITY LEVEL	CHANGE IN ACCESS	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 468.							
0.0	2.5	2.5	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
2.5	2.6	0.0	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
2.6	2.9	0.4	BACKGROUND (NO SITE)	50 -100 %	1.	0.	1.
Link 469.							
0.0	0.8	0.8	BACKGROUND (NO SITE)	50 -100 %	1.	0.	1.
0.8	0.9	0.1	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
0.9	2.3	1.4	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
2.3	2.5	0.2	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
Link 471.							
0.0	0.3	0.3	BACKGROUND (NO SITE)	50 -100 %	1.	0.	1.
0.3	0.4	0.1	BACKGROUND (NO SITE)	40 - 50 %	1.	0.	1.
0.4	1.8	1.4	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
1.8	2.0	0.3	BACKGROUND (NO SITE)	40 - 50 %	1.	0.	1.
2.0	2.1	0.1	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
2.1	3.3	1.2	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
3.3	4.3	1.0	BACKGROUND (NO SITE)	50 -100 %	1.	0.	1.
4.3	4.4	0.1	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
4.4	9.0	4.7	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
9.0	9.1	0.1	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
9.1	10.1	0.9	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
10.1	10.2	0.1	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
10.2	10.7	0.5	BACKGROUND (NO SITE)	50 -100 %	1.	0.	1.
10.7	10.9	0.2	BACKGROUND (NO SITE)	20 - 40 %	1.	0.	1.
10.9	11.8	0.9	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
Link 472.							
0.0	1.2	1.2	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.
Link 473.							
0.0	1.4	1.4	BACKGROUND (NO SITE)	0 - 20 %	1.	0.	1.

# TABLE 20

## CULTURAL RESOURCES

### Ground Disturbance Impacts to Predicted Cultural Resources Sensitivity Zones

MILE POST FROM	TO	LENGTH	SENSITIVITY LEVEL	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 460.							
0.0	0.2	0.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
0.2	0.8	0.6	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
0.8	0.9	0.1	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.9	1.9	1.0	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
1.9	2.3	0.4	SENSITIVITY LEVEL 1	LEVEL 2	2	0	2
2.3	3.0	0.7	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
3.0	3.1	0.1	SENSITIVITY LEVEL 10	LEVEL 2	3	0	3
3.1	3.9	0.7	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
3.9	4.0	0.1	SENSITIVITY LEVEL 10	LEVEL 4	3	0	3
4.0	4.0	0.1	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
4.0	4.2	0.1	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
Link 461.							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.0	0.5	0.4	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
0.5	1.5	1.0	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
1.5	2.4	1.0	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
2.4	4.0	1.5	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
4.0	4.5	0.5	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
4.5	4.8	0.3	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
4.8	4.9	0.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
4.9	7.0	2.0	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
7.0	7.4	0.4	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
7.4	7.7	0.3	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
7.7	8.2	0.5	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
8.2	8.5	0.3	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
8.5	8.8	0.4	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
8.8	9.4	0.6	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
9.4	9.8	0.4	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
9.8	10.5	0.8	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
10.5	11.4	0.9	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
Link 463.							
0.0	0.2	0.2	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
0.2	0.7	0.6	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
0.7	1.0	0.3	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
1.0	1.0	0.0	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
1.0	1.1	0.1	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
1.1	2.5	1.4	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
2.5	2.7	0.2	SENSITIVITY LEVEL 1	LEVEL 4	2	0	2
2.7	2.8	0.1	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
2.8	3.5	0.7	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
3.5	4.5	1.0	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
4.5	4.8	0.3	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
Link 464.							
0.0	0.1	0.1	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
0.1	1.1	0.9	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
1.1	2.5	1.5	SENSITIVITY LEVEL 10	LEVEL 4	3	0	3
2.5	2.5	0.0	SENSITIVITY LEVEL 10	LEVEL 2	3	0	3
2.5	2.8	0.2	SENSITIVITY LEVEL 10	LEVEL 3	3	0	3
2.8	4.0	1.2	SENSITIVITY LEVEL 10	LEVEL 4	3	0	3



TABLE 20 - Ground Disturbance Impacts to Predicted Cultural Resources Sensitivity Zones (Continued)

MILE POST FROM TO		LENGTH	SENSITIVITY LEVEL	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 465.</b>							
0.0	0.1	0.1	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
0.1	0.4	0.3	SENSITIVITY LEVEL 10	LEVEL 3	3	0	3
0.4	0.6	0.2	SENSITIVITY LEVEL 10	LEVEL 4	3	0	3
0.6	0.7	0.1	SENSITIVITY LEVEL 10	LEVEL 3	3	0	3
0.7	1.0	0.3	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
1.0	1.3	0.3	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
1.3	1.3	0.1	SENSITIVITY LEVEL 1	LEVEL 4	2	0	2
1.3	1.6	0.3	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
1.6	1.8	0.2	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
1.8	2.0	0.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
<b>Link 466.</b>							
0.0	0.6	0.6	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
<b>Link 467.</b>							
0.0	0.5	0.5	SENSITIVITY LEVEL 10	LEVEL 2	3	0	3
0.5	1.8	1.3	SENSITIVITY LEVEL 10	LEVEL 3	3	0	3
1.8	2.5	0.7	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
2.5	2.6	0.1	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
2.6	3.2	0.6	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
3.2	4.2	1.0	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
4.2	4.7	0.5	SENSITIVITY LEVEL 5	LEVEL 4	3	0	3
4.7	5.6	0.9	SENSITIVITY LEVEL 10	LEVEL 2	3	0	3
5.6	6.5	0.9	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
6.5	11.0	4.5	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
11.0	11.2	0.1	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
11.2	11.6	0.5	BACKGROUND (NO SITE)	LEVEL 1	1	0	1
11.6	11.8	0.2	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
11.8	13.0	1.1	BACKGROUND (NO SITE)	LEVEL 1	1	0	1
13.0	13.6	0.7	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
<b>Link 468.</b>							
0.0	0.1	0.1	SENSITIVITY LEVEL 10	LEVEL 2	3	0	3
0.1	0.7	0.7	SENSITIVITY LEVEL 10	LEVEL 3	3	0	3
0.7	1.1	0.3	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
1.1	1.5	0.4	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
1.5	2.3	0.9	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
2.3	2.8	0.4	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
2.8	2.9	0.2	SENSITIVITY LEVEL 1	LEVEL 4	2	0	2
<b>Link 469.</b>							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
0.0	0.4	0.4	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
0.4	0.8	0.4	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
0.8	1.3	0.5	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
1.3	1.4	0.2	SENSITIVITY LEVEL 10	LEVEL 3	3	0	3
1.4	1.5	0.1	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
1.5	1.8	0.3	SENSITIVITY LEVEL 5	LEVEL 2	2	0	2
1.8	2.1	0.3	SENSITIVITY LEVEL 1	LEVEL 2	2	0	2
2.1	2.5	0.4	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
<b>Link 471.</b>							
0.0	0.1	0.1	SENSITIVITY LEVEL 1	LEVEL 4	2	0	2
0.1	0.5	0.4	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
0.5	0.9	0.5	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
0.9	1.4	0.5	SENSITIVITY LEVEL 10	LEVEL 2	3	0	3
1.4	2.2	0.8	SENSITIVITY LEVEL 10	LEVEL 3	3	0	3
2.2	2.4	0.2	SENSITIVITY LEVEL 1	LEVEL 3	2	0	2
2.4	2.7	0.3	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
2.7	3.7	1.0	BACKGROUND (NO SITE)	LEVEL 3	1	0	1
3.7	4.9	1.2	BACKGROUND (NO SITE)	LEVEL 4	1	0	1
4.9	8.3	3.4	BACKGROUND (NO SITE)	LEVEL 2	1	0	1
8.3	9.4	1.1	SENSITIVITY LEVEL 1	LEVEL 2	2	0	2
9.4	11.4	2.0	SENSITIVITY LEVEL 5	LEVEL 3	2	0	2
11.4	11.8	0.4	BACKGROUND (NO SITE)	LEVEL 2	1	0	1

TABLE 20 - Ground Disturbance Impacts to Predicted Cultural Resources Sensitivity Zones (Continued)

MILE POST FROM	TO	LENGTH	SENSITIVITY LEVEL	ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 472.							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
0.0	0.3	0.3	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
0.3	0.7	0.4	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
0.7	0.7	0.1	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
0.7	1.2	0.5	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.
Link 473.							
0.0	0.0	0.0	BACKGROUND (NO SITE)	LEVEL 3	1.	0.	1.
0.0	1.4	1.4	BACKGROUND (NO SITE)	LEVEL 2	1.	0.	1.

# TABLE 21

## CULTURAL RESOURCES

### Visual Impacts to Sensitive Cultural Resources

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 460.</b>							
0.0	0.2	0.2	25 MI - 1 MILE	MOD / 3-5	4	33	3
0.2	0.3	0.1	25 MI - 1 MILE	WEAK / 2	3	31	2
0.3	0.5	0.2	25 MI - 1 MILE	MOD / 2	4	31	3
0.5	0.5	0.0	25 MI - 1 MILE	WEAK / 2	3	31	2
0.5	0.7	0.2	0 - 25 MI	MOD / 2	4	32	4
0.7	0.8	0.1	25 MI - 1 MILE	MOD / 2	4	31	3
0.8	0.9	0.1	25 MI - 1 MILE	WEAK / 2	3	31	2
0.9	1.0	0.1	0 - 25 MI	MOD / 2	4	32	4
1.0	1.1	0.1	25 MI - 1 MILE	MOD / 2	4	31	3
1.1	1.1	0.0	25 MI - 1 MILE	WEAK / 2	3	31	2
1.1	1.4	0.3	0 - 25 MI	MOD / 2	4	32	4
1.4	1.4	0.0	25 MI - 1 MILE	WEAK / 2	3	31	2
1.4	1.7	0.3	0 - 25 MI	MOD / 2	4	32	4
1.7	1.7	0.0	0 - 25 MI	WEAK / 2	4	32	4
1.7	2.0	0.3	0 - 25 MI	MOD / 2	4	32	4
2.0	2.0	0.0	0 - 25 MI	WEAK / 2	4	32	4
2.0	2.5	0.6	0 - 25 MI	MOD / 2	4	32	4
2.5	2.6	0.0	0 - 25 MI	WEAK / 2	4	32	4
2.6	3.0	0.4	0 - 25 MI	MOD / 2	4	32	4
3.0	3.0	0.0	25 MI - 1 MILE	WEAK / 2	3	31	2
3.0	3.1	0.1	25 MI - 1 MILE	MOD / 2	4	31	3
3.1	3.2	0.1	0 - 25 MI	MOD / 3-5	4	34	4
3.2	3.7	0.5	0 - 25 MI	MOD / 2	4	32	4
3.7	3.9	0.2	25 MI - 1 MILE	MOD / 2	4	31	3
3.9	4.2	0.3	25 MI - 1 MILE	MOD / 3-5	4	33	3
<b>Link 461.</b>							
0.0	0.0	0.0	SELDOM SEEN	MOD / 3-5	1	0	1
0.0	0.5	0.4	SELDOM SEEN	MOD / 2	1	0	1
0.5	1.5	1.0	SELDOM SEEN	MOD / 3-5	1	0	1
1.5	1.7	0.2	SELDOM SEEN	MOD / 2	1	0	1
1.7	1.7	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.7	2.0	0.4	SELDOM SEEN	MOD / 2	1	0	1
2.0	2.1	0.0	SELDOM SEEN	WEAK / 2	1	0	1
2.1	2.4	0.4	SELDOM SEEN	MOD / 2	1	0	1
2.4	4.0	1.5	SELDOM SEEN	MOD / 3-5	1	0	1
4.0	4.2	0.3	SELDOM SEEN	MOD / 2	1	0	1
4.2	4.5	0.3	SELDOM SEEN	WEAK / 2	1	0	1
4.5	4.9	0.4	SELDOM SEEN	MOD / 3-5	1	0	1
4.9	5.1	0.2	SELDOM SEEN	MOD / 2	1	0	1
5.1	5.2	0.2	SELDOM SEEN	WEAK / 2	1	0	1
5.2	5.6	0.3	SELDOM SEEN	MOD / 2	1	0	1
5.6	6.5	0.9	SELDOM SEEN	WEAK / 2	1	0	1
6.5	6.6	0.2	SELDOM SEEN	MOD / 2	1	0	1
6.6	7.0	0.3	SELDOM SEEN	WEAK / 2	1	0	1
7.0	7.1	0.1	SELDOM SEEN	MOD / 3-5	1	0	1
7.1	7.4	0.3	SELDOM SEEN	WEAK / 2	1	0	1
7.4	7.7	0.3	SELDOM SEEN	MOD / 2	1	0	1
7.7	9.8	2.1	SELDOM SEEN	MOD / 3-5	1	0	1
9.8	10.1	0.3	SELDOM SEEN	MOD / 2	1	0	1
10.1	10.3	0.2	SELDOM SEEN	WEAK / 2	1	0	1
10.3	10.5	0.3	SELDOM SEEN	MOD / 2	1	0	1
10.5	11.4	0.9	SELDOM SEEN	MOD / 3-5	1	0	1
<b>Link 463.</b>							
0.0	0.3	0.3	25 MI - 1 MILE	MOD / 3-5	4	33	3
0.3	0.7	0.4	25 MI - 1 MILE	WEAK / 3-5	3	33	2
0.7	1.1	0.4	1 - 3 MILES	MOD / 2	3	31	2
1.1	2.5	1.4	1 - 3 MILES	STRONG/ 3-5	3	33	2
2.5	2.9	0.5	BEYOND 3 MILES	STRONG/ 3-5	2	0	2
2.9	4.4	1.5	BEYOND 3 MILES	MOD / 3-5	2	0	2
4.4	4.8	0.4	BEYOND 3 MILES	STRONG/ 3-5	2	0	2



TABLE 21 - Visual Impacts to Sensitive Cultural Resources (Continued)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
<b>Link 464.</b>							
0.0	2.5	2.5	25 MI - 1 MILE	MOD / 3-5	4	33	3
2.5	2.5	0.0	1 - 3 MILES	WEAK / 2	2	0	2
2.5	2.7	0.1	1 - 3 MILES	MOD / 3-5	3	33	2
2.7	2.8	0.2	BEYOND 3 MILES	MOD / 3-5	2	0	2
2.8	4.0	1.1	BEYOND 3 MILES	MOD / 2	2	0	2
<b>Link 465.</b>							
0.0	0.1	0.1	BEYOND 3 MILES	MOD / 2	2	0	2
0.1	0.4	0.3	BEYOND 3 MILES	MOD / 3-5	2	0	2
0.4	1.2	0.7	BEYOND 3 MILES	STRONG/ 3-5	2	0	2
1.2	1.2	0.0	BEYOND 3 MILES	MOD / 3-5	2	0	2
1.2	1.6	0.5	BEYOND 3 MILES	STRONG/ 3-5	2	0	2
1.6	2.0	0.4	SELDOM SEEN	STRONG/ 3-5	1	0	1
<b>Link 466.</b>							
0.0	0.6	0.6	BEYOND 3 MILES	MOD / 2	2	0	2
<b>Link 467.</b>							
0.0	0.5	0.5	BEYOND 3 MILES	MOD / 2	2	0	2
0.5	1.8	1.3	SELDOM SEEN	MOD / 3-5	1	0	1
1.8	1.9	0.0	SELDOM SEEN	MOD / 2	1	0	1
1.9	2.5	0.6	SELDOM SEEN	WEAK / 2	1	0	1
2.5	4.7	2.2	SELDOM SEEN	MOD / 3-5	1	0	1
4.7	4.8	0.0	SELDOM SEEN	WEAK / 2	1	0	1
4.8	5.6	0.9	SELDOM SEEN	MOD / 2	1	0	1
5.6	6.5	0.9	SELDOM SEEN	MOD / 3-5	1	0	1
6.5	6.8	0.3	SELDOM SEEN	MOD / 2	1	0	1
6.8	6.8	0.0	SELDOM SEEN	WEAK / 2	1	0	1
6.8	9.7	2.9	SELDOM SEEN	MOD / 2	1	0	1
9.7	9.7	0.0	SELDOM SEEN	WEAK / 2	1	0	1
9.7	10.1	0.4	SELDOM SEEN	MOD / 2	1	0	1
10.1	10.1	0.0	SELDOM SEEN	WEAK / 2	1	0	1
10.1	10.5	0.4	SELDOM SEEN	MOD / 2	1	0	1
10.5	10.5	0.0	SELDOM SEEN	WEAK / 2	1	0	1
10.5	10.9	0.4	SELDOM SEEN	MOD / 2	1	0	1
10.9	11.0	0.2	SELDOM SEEN	WEAK / 2	1	0	1
11.0	11.2	0.1	SELDOM SEEN	MOD / 3-5	1	0	1
11.2	11.3	0.1	SELDOM SEEN	MOD / 1	1	0	1
11.3	11.4	0.0	SELDOM SEEN	WEAK / 1	1	0	1
11.4	11.6	0.3	SELDOM SEEN	MOD / 1	1	0	1
11.6	11.8	0.2	SELDOM SEEN	MOD / 2	1	0	1
11.8	12.2	0.4	SELDOM SEEN	MOD / 1	1	0	1
12.2	12.2	0.0	SELDOM SEEN	WEAK / 1	1	0	1
12.2	13.0	0.7	SELDOM SEEN	MOD / 1	1	0	1
13.0	13.6	0.7	SELDOM SEEN	MOD / 2	1	0	1
<b>Link 468.</b>							
0.0	0.1	0.1	BEYOND 3 MILES	MOD / 2	2	0	2
0.1	0.1	0.0	BEYOND 3 MILES	MOD / 3-5	2	0	2
0.1	1.1	1.0	SELDOM SEEN	MOD / 3-5	1	0	1
1.1	1.2	0.2	SELDOM SEEN	STRONG/ 3-5	1	0	1
1.2	1.3	0.0	SELDOM SEEN	MOD / 3-5	1	0	1
1.3	1.5	0.2	SELDOM SEEN	STRONG/ 3-5	1	0	1
1.5	1.5	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.5	1.6	0.2	SELDOM SEEN	MOD / 2	1	0	1
1.6	1.7	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.7	1.8	0.1	SELDOM SEEN	MOD / 2	1	0	1
1.8	1.8	0.0	SELDOM SEEN	WEAK / 2	1	0	1
1.8	2.0	0.2	SELDOM SEEN	MOD / 2	1	0	1
2.0	2.0	0.0	SELDOM SEEN	WEAK / 2	1	0	1
2.0	2.9	0.9	SELDOM SEEN	STRONG/ 3-5	1	0	1
<b>Link 469.</b>							
0.0	0.6	0.6	SELDOM SEEN	STRONG/ 3-5	1	0	1
0.6	1.5	0.9	SELDOM SEEN	MOD / 3-5	1	0	1
1.5	2.5	0.9	SELDOM SEEN	MOD / 2	1	0	1

TABLE 21 - Visual Impacts to Sensitive Cultural Resources (Continued)

MILE POST FROM	TO	LENGTH	VISIBILITY DISTANCE ZONE	CONTRAST/ ACCESS LEVEL	INITIAL IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Link 471.							
0.0	0.9	0.9	SELDOM SEEN	STRONG/ 3-5	1	0.	1.
0.9	1.7	0.7	SELDOM SEEN	MOD / 2	1	0.	1.
1.7	2.4	0.7	SELDOM SEEN	MOD / 3-5	1	0.	1.
2.4	3.3	0.9	SELDOM SEEN	MOD / 2	1	0.	1.
3.3	4.9	1.6	SELDOM SEEN	STRONG/ 3-5	1	0.	1.
4.9	9.4	4.5	SELDOM SEEN	MOD / 2	1	0.	1.
9.4	9.5	0.1	SELDOM SEEN	STRONG/ 3-5	1	0.	1.
9.5	11.4	1.9	SELDOM SEEN	MOD / 3-5	1	0.	1.
11.4	11.7	0.3	SELDOM SEEN	MOD / 2	1	0.	1.
11.7	11.8	0.1	SELDOM SEEN	WEAK / 2	1	0.	1.
Link 472.							
0.0	0.0	0.0	SELDOM SEEN	MOD / 2	1	0.	1.
0.0	0.3	0.3	SELDOM SEEN	MOD / 3-5	1	0.	1.
0.3	0.3	0.0	SELDOM SEEN	WEAK / 2	1	0.	1.
0.3	0.7	0.4	SELDOM SEEN	MOD / 2	1	0.	1.
0.7	0.7	0.1	SELDOM SEEN	MOD / 3-5	1	0.	1.
0.7	0.8	0.0	SELDOM SEEN	WEAK / 2	1	0.	1.
0.8	1.2	0.4	SELDOM SEEN	MOD / 2	1	0.	1.
Link 473.							
0.0	0.0	0.0	SELDOM SEEN	STRONG/ 3-5	1	0.	1.
0.0	0.1	0.1	SELDOM SEEN	MOD / 2	1	0.	1.
0.1	1.0	0.9	SELDOM SEEN	MOD / 3-5	1	0.	1.
1.0	1.1	0.1	SELDOM SEEN	MOD / 2	1	0.	1.
1.1	1.1	0.0	SELDOM SEEN	WEAK / 2	1	0.	1.
1.1	1.2	0.1	SELDOM SEEN	MOD / 2	1	0.	1.
1.2	1.3	0.0	SELDOM SEEN	WEAK / 2	1	0.	1.
1.3	1.3	0.1	SELDOM SEEN	MOD / 2	1	0.	1.
1.3	1.4	0.1	SELDOM SEEN	MOD / 3-5	1	0.	1.





Form 1279-3  
(June 1984)

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